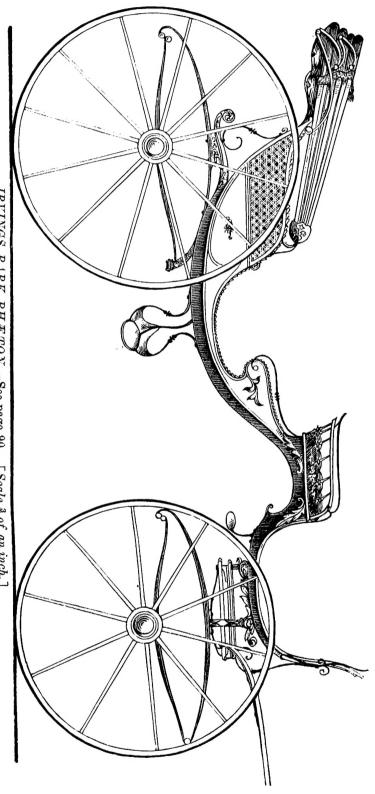
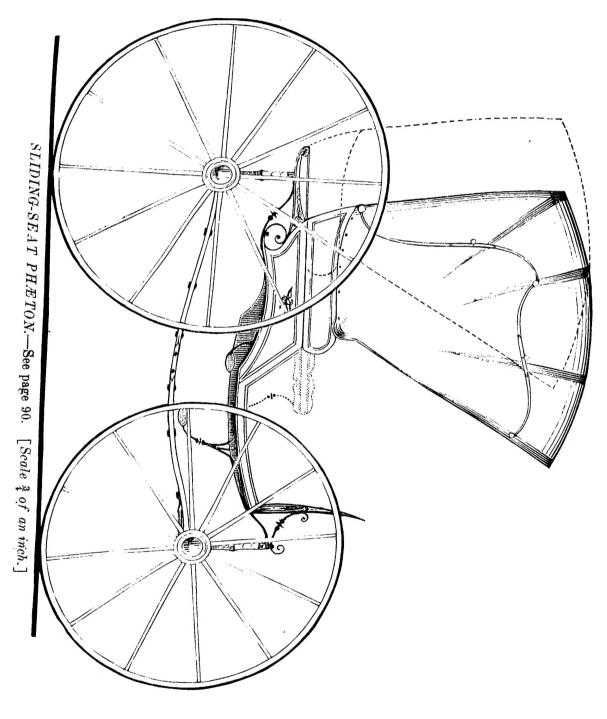
THE COACH-MAKERS' MAGAZINE.--PLATE NO. 20.



IRVINGS PARK PHÆTON.—See page 90. [Scale \(\frac{3}{4} \) of an inch.]

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THE COACH-MAKERS' MAGAZINE.--PLATE NO. 21.

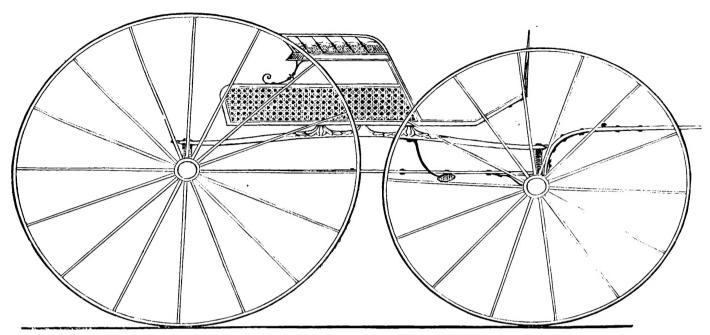


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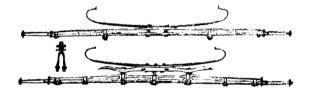
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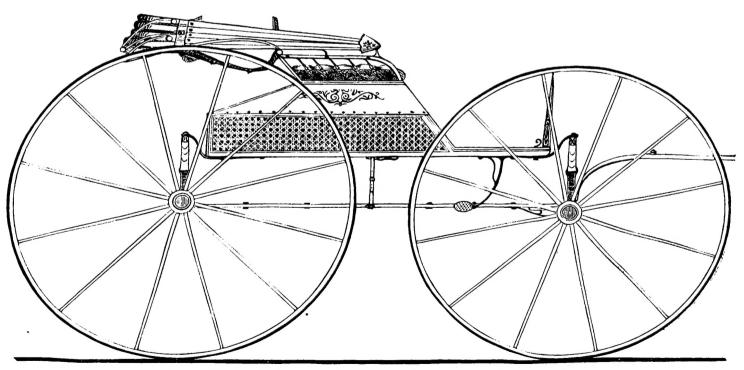
THE COACH-MAKERS' MAGAZINE.--PLATE NO. 21 & 22.



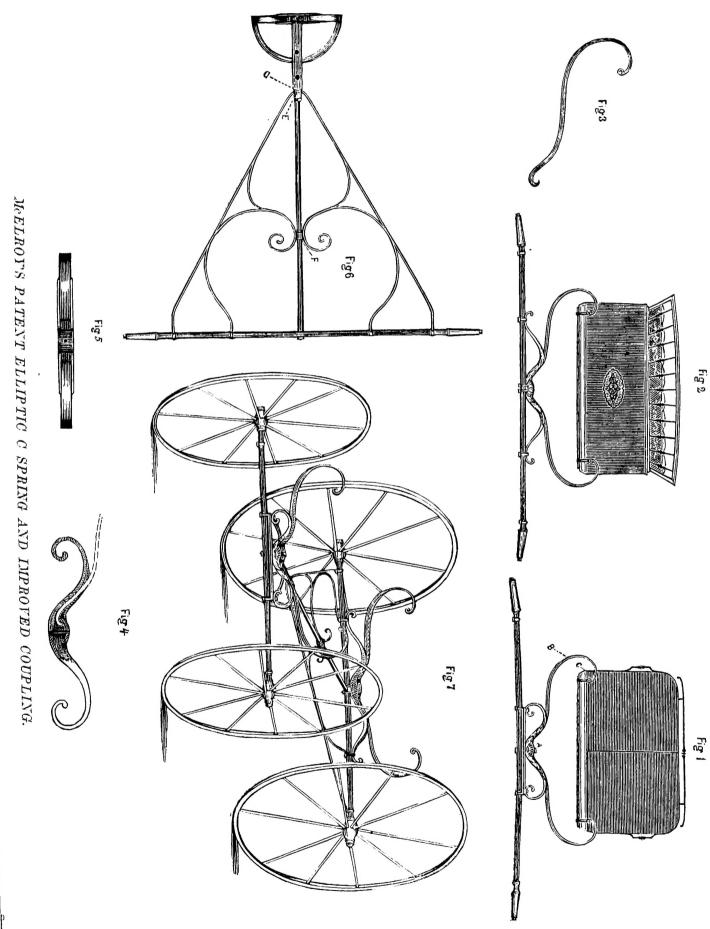
BROWN WAGON.—See page 90. [Scale $\frac{3}{4}$ of an inch.]



SKELETON RUNNING PARTS AND CLIP BOLT.



CANE-SIDE WAGON-—See page 90. [Scale 3 of an inch.]



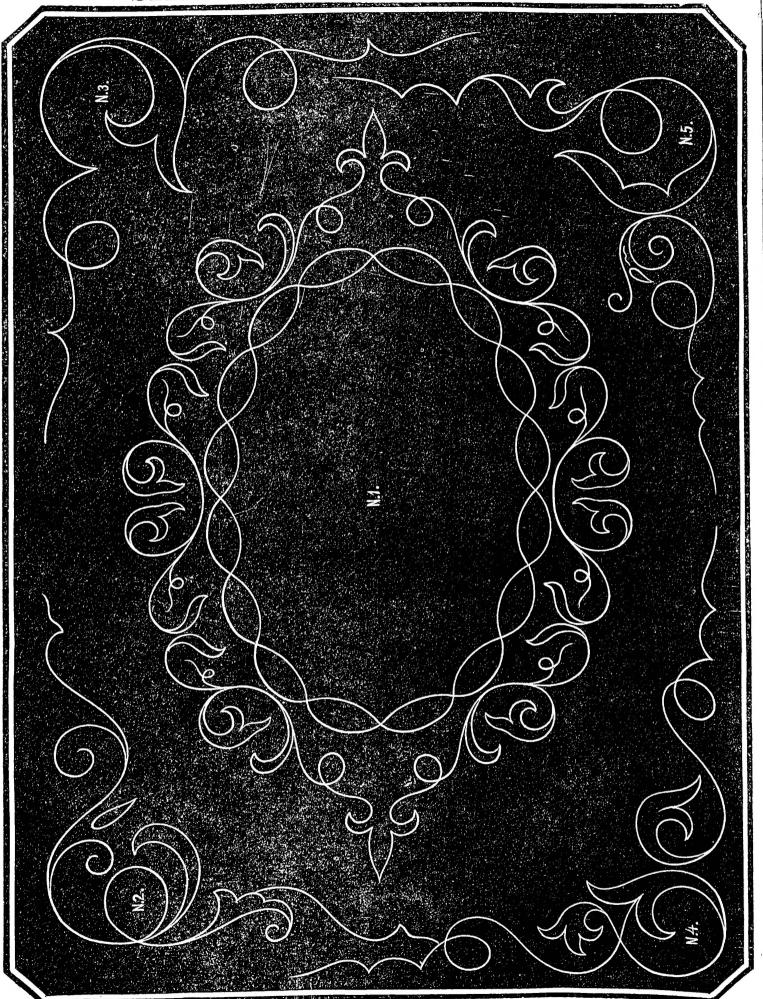
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THE COACH-MAKERS' MAGAZINE.

STITCHING DEPARTMENT. (See Page 90.)



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THE

COACH-MAKERS' MAGAZINE

VOL. III.—NO. 6.7

JUNE, 1857.

[C. W. SALADEE, Editor and Proprietor.

COMMUNICATIONS.

LITERARY AND MECHANICAL.

For the Coach-Makers' Magazine.

TO THE COACH-MAKERS' MAGAZINE.

"A thing of beauty is a joy forever."

We greet thee, bright volume, With pleasure and pride: The offspring of genius, The artisan's guide.

Art, science and energy, Blend and unite, To illumine thy pages With beauty and light.

Improvement and progress Are stamped on thy face, In letters of loveliness, Beauty and grace.

Thy mission is noble-Go scatter thy light Broadcast o'er the nations, In power and might.

So may the broad folds Of thy banner unfurled, For genius and enterprise Challenge the world.

B. A. T.

MEDINA, O., April 13, 1857.

For the Coach-Makers' Magazine. GENIUS.

The intelligent farmer tells us, that a soil, however prolific in all the elements of vegetable products, without moisture is necessarily barren. Science confirms this truth, and declares across the ocean, and machinery of every grade is driven for the that our fields may be abundantly supplied with carboniferous convenience and happiness of the human race. He stamps his and nitrogenous matter; they may possess their exides, their sil-thoughts on paper, and the whole world at once become his icates, their phosphates, and their sulphates; indeed, they may auditors. He decomposes our aqueous element, and the expanbe wanting in neither carbon, hydrogen, oxygen, nitrogen, phosphorous, sulphur, chlorine, sodium, calcium, potassium, nor fluorine; yet, without water to render these elements soluble and fit for assimilation, no plant can put forth its tender blade, produce its fragrant flowers, or bear its ripened fruits. But by a wise provision in the economy of nature, solar influence is expendence is expendence in the court of th a wise provision in the economy of nature, solar influence is ex-erted upon the earth, and the waters of the ocean are taken up the ends of the earth. But boundless as is our earth, and as and carried back upon the dry land, and the thirsty earth receives the distilled dews and falling showers, and is refreshed, circumscribed for the expansive power and lofty aspirations of vegetation revives, and the fields bloom and bear ripe fruits for the human genius. He breaks loose from the tenets of Egypthe hand of the harvestman. And these things shall continue forthe hand of the harvestman. And these things shall continue forever, for such is nature.

order fully to understand and duly appreciate the influence of genius in augmenting the powers and capabilities of man, in increasing his physical, intellectual, social, and moral well being, it is only necessary to turn back to the early morn of his existence upon the earth, before genius exerted a controlling influence in shaping destinies, and contrast his condition at that time with the condition of the people of those portions of the earth at the present day, where genius, left free, soars away at will, and stimulated by the increasing wants of man, plumes its pinions for the most extended flights.

Man in his savage state—for man everywhere began in that state—roamed the uncultivated wilds in a condition scarce a remove from the quadrupeds by which he was surrounded. Without arts, without commerce, without implements of husbandry, with neither clothing or shelter-save what nature provided—he eked out a precarious existence with his unassisted hands, subsisting upon roots, vegetables and nuts, or preying upon the lower tribes of animals, as they prey upon each other. But the germ of genius was there, and although deep buried in the cold sterile soil of the animal principle, it needed but the genial rays of opportunity, and the refreshing showers of necessity to bring it forth and expand it into a full grown tree, with branches wide spreading over the destinies of men, and dropping its ripe fruits into the lap of labor. He became inspired with higher views and pobler aims than a more savage and a brute with higher views and nobler aims than a mere savage and a brute, with his element of enjoyment limited to a physical ability sufficient to carry a hundred pounds weight, a locomotion of a few miles an hour, and a vocal sound extending a few hundred yards. Looking about him for aid, he discovered in the motors a power to bear him upward and onward, 'till in the nineteenth century man is not only master of the animal kingdom, whose physical powers are under his control, but the elements themselves are subjected to his will, and acknowledge to man the power to govern them.

Thus the busy stream stops to turn the mechanics's wheel, while the fitful wind drives the mill, and wafts the sailor's bark from port to port. He harnesses steam in the traces of the engine, and long trains of cars, freighted with men and merchandize, traverse the country from end to end; palaces are floated the clouds that the Brahman Deity may appear upon the bosom Now, what water is to vegetable economy, genius is to productive labor. Without genius human effort must be barren of beneficial results. You may be untiring in your industry—in sphere from this waste of waters, redeemed it from the powers of beneficial results. You may be untiling in your industry—in sphere from this waste of waters, redeemed it from the powers of your toil; you may increase your enterprise and your perseverance; but without genius to plan, construct, invent, direct and control, your labor goes for nought. But here again, the same wise provision is visible in bestowing genius upon the human intellect, that the efforts of men may be rendered productive. In regions of space, to deal with those celestial worlds, who, for

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stars about in the wildest and most frightful confusion; ar piece of half finished work, which by the aid of machinery is rests their mad career, awes them into sober submission, and now perfected in an hour. Let them remember too, that this is wheels them into the ranks of their respective systems, to perform their ceaseless circuits with unerring order and certainty. Even those frightful spectres called comets, no longer employ short breeches of our ancestry, but we want more cloth, and themselves in making indiscriminating flights through the heavens, knocking innocent worlds to pieces, and frightening planets borer throws his drudgery into the hands of the machine, and out of their orbits; but like obedient servants in a well ordered looks out upon the broad field open for the exercise of those household, they perform the duties assigned them with order higher attributes of his nature. New patterns are to be arranged, and decorum, and even vicing with dame Earth herself in paying their respects to his solar majesty, and obeying the laws of matter. He appears among those nebulous clouds that float meters. Therefore it is not the labor-saving machine that throws about in a blaze of light upon the blue ether, and immediately the mechanic out of employ, and robs the artisan of his bread; they are resolved into stars, suns and planets, forming systems but, on the contrary, while it cheapens products, it increases similar to our own. That coquettish little satellite, too—our the price of labor, by elevating the position of the laborer. Then a conversational spirit, advanced almost to within speaking dis- which his nature is susceptible. tance of mother earth.

These are some of the achievements of Genius for the physical and mental condition of man; and let it be remembered that a corresponding amount of social and moral enjoyment is derived from the same source. With his improved conversational powers, his perfected spoken and writen language, his facilities for communication, his domestic relations, with arts and manufactures cherished and supported, with agriculture raised to the dignity of a science, with the white wings of commerce spread out upon every sea, man is clothed in comfort and elegance, sheltered securely amid architectural designs and mechanical decorations, dines upon the luxuries of every clime; in short, is in the enjoyment of a social position unknown to any other age of the world.

Genius enables man also to decipher the monuments of the material world, to reason from cause to effect, and from effect back to cause; to trace the forces—the prime movers of the universe-in their divergance from the opposite poles of the God, through the beauty and grandeur of works of His hands.

Thus we have traced the workings of genius in raising man from the condition of a savage and a barbarian, to that of an intelligent human being, endowing him with social and moral caoperative, further distrust this rising spirit of genius to assist thankfulness. him in the work shop and in the field? Does he fear lest the forces, in propelling the automaton laborer, will drive him out teresting old man. "Ah!" said he, "this is a sad, sad world. One scarcely knows who to help sometimes. When I was in against the inanimate machine? Such fears are a scandal upon Madison, stopping at the hotel on Main street," continued he, on a par with a blind machine. Let those who fear for their was unwell and sleepless, and heard them conversing. 'Sir,' said the lady, 'I must and will return to Indianapolis; you have ments, turn to the good old times when we labored and toiled all deceived me grossly. Under the false promise of marriage, I

ages have been playing their antics in the heavens, jostling the day, and at night, weary and worn, lay down our tools upon a finer work, and machinery is demanded, and the progressive lamoon—has thrown off that bashful reserve, and east aside the let the arts be practiced, let science be encouraged, till man veil that hid the finer markings of her beautiful features, and in attains that high position for which he was designed, and of II. N. P.

> For the Coach-Makers' Magazine. LIGHTS AND SHADOWS BY THE WAY-SIDE.

> > CHAPTER IV.

But I must not omit to mention my visit to the coach-makers of Covington. In this place, I found three flourishing factories. Messrs. Fieldcamp & Moreland furnished a club of 7, Mr. Hays a club of 10, and an order for charts, and Mr. J. Coulson, on the Lexington pike, a club of 5; all of them took a gentlemanly degree of interest in the Magazine. Recrossing the river, I took the 4 o'clock train for Lawrenceburg, but before starting an incident occurred, in which I was led to see an old thing in a new light.

STREET BEGGARS-A STRANGER TAKEN IN.

A very tidy, respectable looking lady sat at an orange stand magnet—beyond which they are lost in the great first cause—in front of the depot, who, with knitting work in hand, whiled through every department of matter, through every phenomenon in nature. He sees their power exerted as well in produ-templating the lines of care that marked her delicately moulded cing that chemical action which colors the petals of a flower, or features, and conversing with an apparently kind hearted old dyes the plumage of a bird, as in producing the electro-thermal gentleman that stood by, a little beggar girl came along and heat that upheaves a continent, or in oxydizing the metatllic solicited alms, which, to my astonishment, the old gentleman bases which kindle the volcanic fires, and ejects the molten peremptorily refused. The girl passed on, and I inquired of the lava from the mouth of the crater. 'Tis their energy that gilds old man whether he did not think that there were instances when the morning sky, that paints the sunset cloud, and forms the the stories told of sick mothers and fatherless children were true, arching rainbow. They distill the gentle dews, let fall the refreshing shower, clothe the earth with verdure, and fill the great charity? "Sir," said he, "in this country we have ample world with life and joy. They contract the ventricles of the provision made for the maintainance of the poor and suffering, heart, send out the arterial current, freighted with the materials and the only class that need to suffer, is those who are too proud for animal tissue, that paints the cheeks with the glow of health, to ask for assistance." But does he or she who would beg, and arms the body with muscular power. And although it is or send their children into the streets to learn the degrading this self same power that studs the heavens with its starry hosts, lesson, belong to that class? "No, sir; that class may steal, and holds the universe suspended, yet not the minutest animal-but they will never beg. That woman at the orange stand is a and holds the universe suspended, yet not the minutest animal-cule is formed, but they claim the honor of its production. Thus representative of the worthy class of which you speak. You man sees and admires, reasons and adores, and a moral influence is exerted upon his mind, that no other agency can produce, and he is led almost unconsciously to the worship of the true them needy, and often the sole stay of sick widows and aged parents, while street beggars are always imposters." knowledged the justness of his conclusions, and, it is needless to say, we both filled our pockets with oranges, which last act pacity for the highest enjoyment. And does the mechanic, the lit up the pale face of the orange woman with a ray of joy and

The cars hooted, and I did not fail to seat myself by this inthe age in which we live, unworthy the genius of our time. They a singular incident occurred. A gentleman and lady put up at are befitting those only who are content to set themselves down the same house and took rooms next to me. During the night I



was induced to elope with you from the home of a wealthy and indulgent parent-one whom I should have honored and obeyed; but you have deceived and wronged me; you have secreted my trunk, and I have no fit clothes to wear, and no money to return with.' The villain laughed at her misery, and heartlessly has actually diluted himself to the consistency of homocopathic threatened to leave her in the morning without money and among strangers. As I heard this tale of heartless wrong, my blood boiled, and I resolved to see her in the morning and assist her. The wretch left her in the morning as he had threatened, and when I requested an interview she appeared pale and troubled. She acknowledged that what I overheard was a correct statement of affairs, and finding that she was actually left without suitable clothing to return in, I provided her with a bundle of such articles as she wished, and then went to the railroad depot to procure her a ticket, expecting that her father would not only refund the outlay, but thank me for my trouble and kindness. But when I returned the lady had left in company with the gentleman (!) that brought her there, and I began to realize that I was the victim of a "sell"—a regularly laid plot.

THIS AND THAT.

At Lawrenceburg I called on Mr.---(did not subscribe; don't know his name)—and took a club of five among his hands; also did something at Aurora; but river canvassing is muddy work. [Why don't river towns have some idea of cleanliness and enterprise, and make paved walks to the landings?] I took a desperate resolve to make a dash for Louisville direct, and accordingly took the first mail boat. The winter king still sounded the blast of death, beating back the gentle sisters of spring; the waters of the Ohio loomed up angrily, and the Kentucky hills looked more bleak than usual. The passengers huddled around the stove to discuss politics, philosophy and the weather; the inclemency of the season of course monopolizing the greatest share of attention. Some attributed the extreme cold to the proximity of the comet. Others "po"-ed at the whimsical theory, while I, from lack of something more useful to do, laid back upon my digntity and po-etised.

ADDRESS TO THE COMET.

Red bearded monster! Dragon of the sky;
What is thy errand?
Whither dost thou fly?
"Du tell!"

From space unfathomed,
With untiring wing
Ye ever travel, Yet no tail ye bring, But onc.

Art thou not Lucifer, Who once was driven—
For cutting "shines"—
Down from the vault of Heaven?
"Ker slash!"

Ah! silence dread! In Nature's early dawn, Did'st thou not sing?

Just "own the corn."

Yes, sir!

Ah, naughty rambler,
Mind your P's and Q's,
And don't B round here
Giving folks the blews
With cold.

Your phiz-ognome Don't please me;
So leave and let us B,
And I will ever remain
Yours, M. G. T.

For the Coach-Makers' Magazine. PILL NO. 3.—THE WHEEL-MAN PHYSICKED.

chicken broth-mistook assumption for argument, and supplied ridicule for reason. He seems to be laboring under a mental hallucination, very similar to that of delirium tremens, and continues to bark at the ghost of issues which have long since been disposed of in the estimation of all sensible men. He seems to have jumped up before he was fairly awakened, and in his confusion has pitched into his unmentionables wrong side before, thus throwing his brick into the left pocket and himself into a ludicrous position. But it was the "first day of April."

Were it worth my while to follow this rising genius through his entire "rigmarole" of denial and invectives, Christian charity would alone deter me from chastening his weakly offspring with too ruthless a hand. Still there are points in his article, which, viewed in the light of either a joke or a blunder, are too rich to pass unnoticed. The whole under current of his article seems to be self-glorification, and to elicit reason and sober sense from such an opponent is a bootless task. I need not follow low him through the thicket of words with which he has attempted to keep up the fight, or through the thousand and one literary flourishes and quotations with which he has sought to darken counsel and embellish his own default of reason, for the purpose of showing up this fact to the readers of the Magazine, for a blind man could see it with his eyes shut. But I will simply give a passage or two from his last for his own personal benefit, and then close. He says: "I would not trust a boy to drive my spokes, nor do I think the respectable portion of the craft generally would." Then, of course, his wheels are "specimen bricks," and represent the entire branch every where. But this is not the point. He wishes every body in particular to understand that he is a boss coach-maker; yes, an Eastern workman, born and bred, and withal a representative of respectable manufacturers every where. Oh, shade of Crocket! But since I come to think, the Magazine is taken by a host of Southern and Western dealers, and perhaps if I had kept dark, he would have finished the advertisement by donning his own proper signature in some future number. If such was the intention, I beg pardon, for if my friend is as honest a man and as good a workman as he advertises himself to be, he should be brought into notice; and surely no one knows better than himself, or can speak more disinterestedly. So whittle your way into notice, modest craftsman, according to the higher instincts of Yankeedom. But let me counsel my worthy friend not to strew his self-donned honors too broadcast, lest other coach-makers get more glory than they deserve, and he (modest soul!) should be suspected by his brother craftsmen of wearing the "brick" in his hat instead of his pocket.

But his perseverance in a bad cause is remarkable, for though he tacitly admits that my strictures were just, relative to the bad taste and worse manners displayed in his former articles, he continues to handle low epithets with an air of nonchalance that would entitle him to "cast" among the inmates of Blackwell, or with the dirtiest graduates of London fish market. I regret this, for it has forced me to leave an undisputed field. and enter an area of operations which I cordially despise. In the close of his article, he attempts to shield himself from the justness of my remarks, by criticising a grammatical error, (of which the manuscript was not guilty.) This reminds me of a Western editor, who, when he was called a liar, a knave and a poltroon, complained that his correspondent had not spelled the

word "poltroon" right.

One word more, and I am done. In my first, I expressed my own honest convictions, founded upon experience and extensive observation, and asked a fair question with the hope of eliciting something useful. A wordy discussion was the result of my article. Some knight of the spoke, with more assurance than logic, and more small wit than manners, has tried to prevent his pent up genius from blowing him to atoms, by using his quill

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where my last left it, I shall listen to them with pleasure; promyself with the illustration of one design, and wait for remarks vided they are actuated by any higher motive than that of adveraged and illustrations from others. J. R. F. tising themselves as first class wheel makers.

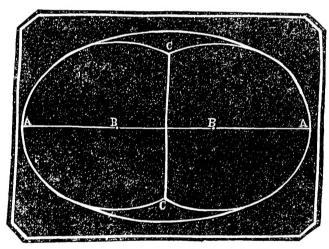
Cincinnati, O., April 29th, '57.

For the Coach-Makers' Magazine.

OVALS.—CHAPTER II.

BY "H. S.," OF TALLMADGE, O.

Mr. Editor:-In the April number of the Magazine, I find "A Chapter on Ovals," under which there is no signature, and in which the writer proceeds to give a rule for obtaining the lines of an oval. The rule is a very good one, but where a definite outline is wanted, is not so exact as a compass line, inasmuch as a string is liable to stretch, and the position of the pencil to vary, thus rendering the rule too variable for the use of wood workmen. He says that "it is not an unfrequent thing for draftsmen to draw extended circles with their compasses, and that those designs often answer every purpose of an oval. But such they are not." "For," says he, "a circle is no part of an oval, hence cannot be drawn by compasses." But differing with your correspondent, and wishing to draw remarks from others on the same subject, I am induced to give below a rule by which I obtain the lines of an oval; not that I consider it new, or in any manner original with myself, but because it is a handy and accurate rule, which all body-makers should understand.



Frst draw the major line A A; divide into three parts, with compass dots, B B. Then setting the compasses at B points, spread them just the width from thence to end of Λ line, and describe a circle on each end until the lines meet at C C; then set the compasses at C point, and strike the spanning arch at the top and bottom. A line may then be drawn from C point above, to C point below, thus locating the minor axle that marks the centre. oval.

For the Coach-Makers' Magazine.

OVALS AGAIN .-- CHAPTER III.

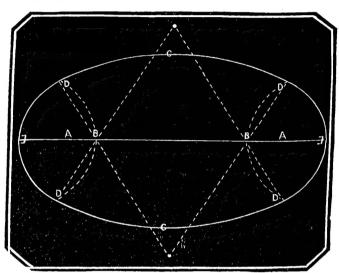
BY "W. R. T." OF WHEELING, VA.

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a rule for striking an oval, which is given by the Editor of the first place.

as a safety valve. But through all, the only fact which has Trimming Department, and which for drafting stitching designs, been elicited by either design or accident, was simply this, that is no doubt the simplest and best rule extant. But I think that modern wheels are made disproportionately light; hence one a compass oval is the best for wood workmen, as the outline is reason for their failure. Thanks to my sage opponent for that.

And now that the smoke of battle has cleared a little, should any one who is competent to answer my question fairly, and on Ovals "myself, as I have several rules to illustrate, but since upon mechanical grounds, see fit to take up the question just I find that another has led off, I will, for the present, content



First, draw axle line, A A, then divide into five equal spaces; set the compass on points B B, and describe the circles E E; then set the compass on the ends of the axle E E, and strike the dotted end sweeps; then place the rule across B and D points, and draw dotted lines as shown on the draft, making the crossing point of the angle the centre of the compass sweep to draw the C lines by. Or, if a wider or narrower oval is wanted, strike a minor axle from the angle points through the centre, and locate the compass point so as to obtain the required sweep. A proper oval is just one-third longer than it is wide; however, the one above is not drawn precisely to that scale, but can be by applying the gradating rule as directed.

> For the Coach-Makers' Magazine. COLUMBUS, May 4th, 1857.

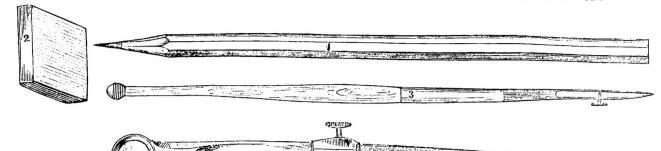
Mr. Editor:—I have often wondered that none of your correspondents have had anything to say on the subject of carriage-doors, for there is no part of the carriage which needs more care in making, or which gives the finisher half the trouble. if not made right. Now, there should not only be plenty of room on all sides, but the lock pillar should always be beveled. There is a rule by which the exact bevel can be got, but it is so simple that I suppose every journeyman understands it, and then it has been published in the Magazine; therefore I deem it unnecessary to give it at this time. Any one who has ever had to shave and chisel off the doors, or take out the hinges This I consider much more scientific than a string and let them in deeper after it is all painted and hung on, in order to let the door shut, will at once see the importance of these things.

Again, the blacksmith sometimes in ironing a light body with turn-over seat, crowds the pillar in with the brace, so as to make the door bind, and it is all laid to the body-maker of Mr. Editor:—In the April number of the Magazine, I find course. All this is useless, if the proper care is taken in the

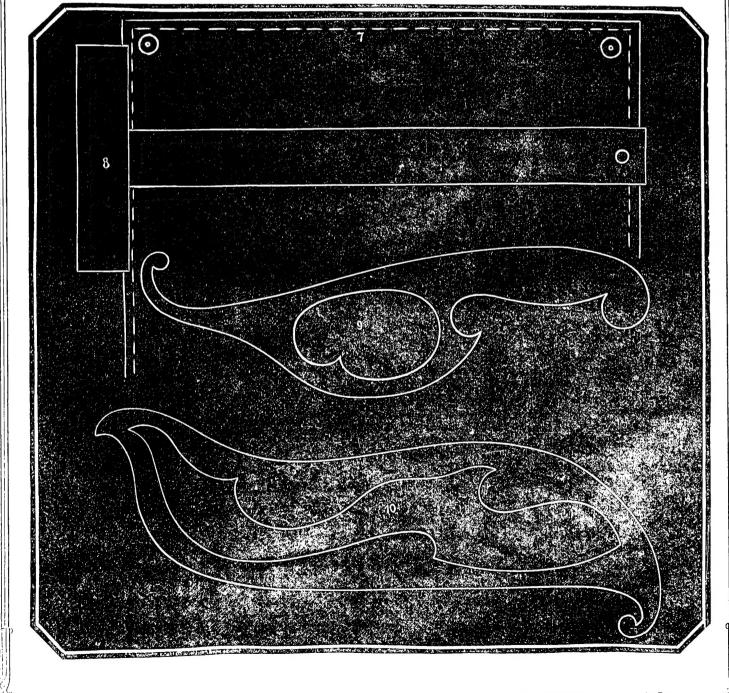
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THE COACH-MAKERS' MAGAZINE.

SCALE DRAFTING-TOOLS AND SWEEPS.







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SCALE DRAFTING.—NO. 2.

BY A PROFESSIONAL DRAFTSMAN.

I proposed, in my introductory, to commence this, my first of the practical series, by illustrating tools, sweeps, &c. New beginners often think that a fine case of mathematical instruments, a full case of Faber's crayons, and a host of sweeps and rules, are necessary to commence the operation of drafting. But as they grow older in the business, they learn that a less number of implements will answer every purpose, and do not lumber the table with a pile of useless trash. I think that any experienced draftsman will agree with me, that a few implements well chosen is what either the experienced or inexperienced will find to be the true policy.

added to point the crayon with.

Cut No. 2 is a common piece of rubber, to rub out marks on paper. If drawing on blocks, a knife-blade, wet a trifle, will moisten and remove the enamel; the white is again replaced by touching a moist camel's hair brush to a cake of "flake white," (water color,) and painting the scraped spot over again.

Cut No. 3 is a mathematical pen for using India ink. India ink comes in cakes or rolls, and can be obtained in all book wits to memorizing grave-stones, wherever found; truth appears stores, as can all implements for drafting, sweeps excepted. This to have been of but secondary consideration. The readers of ink must be traced with a wet camel's hair brush, thinned to the my eventful history, I presume, will exercise sufficient charity proper consistency, by mixing in little saucers that come with to at least suppose that my story differs very materially from the drafting tools for that use, and scraped into the pen with the

The use of India ink often facilitates the process of shading, especially in paper sketches, and is much used by architects and not be deemed egotistical, nor at all unreasonable, when I ask mechanical draftsmen. When used for shading, it is thinned in the little saucers above mentioned, and thus reduced to the various degrees of tint necessary to give effect to the draft. It is some-first saw the light, and was brought up under the foster care of times used in shading on blocks, but pencil shading is generally an indulgent and attentive mother, who, in my infancy, took preferred, as it directs the engraver in making the lines, and especial pains to impress upon my susceptible mind the supposed many engravers who are good mechanics, fail to conceive the fact, that my ancestry were among the first emigrants to this true intent of an artist, and by making his lines too straight or country, that her great-great-great grandfather was no less a too much curved, or by lining in the wrong direction, spoils the personage than the redoubtable Capt. Miles Standish, who came effect of the illustration.

Cut No. 4 is a drafting compass.

circles.

the thumb pen is removed.

Cut No. 7 is intended to represent a sheet of tracing paper tacked to the board at each corner with brass headed tacks, such as architects and draftsmen use when they wish to get a tracing most New Englanders. from a sketch, either to improve or transfer to a block.

Cut No. 8 is a wooden tri-square.

drafting carriages, &c., from a scale of 1 to 2 inch to the foot; in fact, these will answer, if ingeniously applied, to do any and left with me in part to surmise that my great-grand-father's name all kinds of scale drafting in the line of coach-making, as illus-was Cornelius Snig, which, not being exactly euphonious enough trated in any numbers of the Magazine ever published. These to suit his refined taste, he-just as a great many other inditwo sweep patterns are very delicately drawn, and are intended to viduals have done since-corrupted and changed into Snug. obviate the common fault, that of covering up too much of the draft. They are generally made of veneering, neatly worked for his propensities for laughter, as my father was for his taciturout with pen knife and files; but the better material is horn, which nity, particularly when some good story was recited in his is much tougher and finer. But whatever material is used, much hearing. This propensity in the old gentleman induced the care should be taken in working them out to get them true, and younger branch of the public to call him "old Sniggle." This in every way perfect. These once made, they will last with the old man thought was carrying the joke a little too far, but longer they are used.

[To be continued.]

THE AUTOBIOGRAPHY OF CALEB SNUG, OF SNUG-TOWN, CARRIAGE-MAKER.

WRITTEN BY HIMSELF-EDITED BY E. M. S.

By a little criticism in introducing the subject, the writer hopes to escape the criticism of others.—Caleb's maternal ancestry of Pilgrim origin.—The Snug Family. — Caleb's early predilections and his Mother's solicitude. - Mrs. Snug chooses a profession for her son.—Her education of him conquers his tastes.—Mr. Flatt, one of the Firm of Flatt & Towner, Carriage-makers in Sawgetup, visits Snugtown and calls on Caleb's Parents .-- Mrs. Snug's artifice, and Mr. Flatt's serio-comical joke.—A philosophical digression.

"I sate me down, kind folk, to tell a story Of which I own the truth might be suspected, Even by credulous people."

Cut No. 1 is a fine black "Faber." If wanted to use on paper, No. 2's are about the right grade; if for drawing on presented to the world by writers of undoubted talent. Some the block for engraving, No. 3's. A flat file should have been added to point the crayon with. their narratives. As reflected by these biographers, the virtues of some defunct friend shine with a lustre that never was apparent to their neighbors during life. Either charitably influenced by the old injunction—de mortuis nil nisi bonum—say nothing except good of the departed—or from some other considerations equally powerful, these productions of interested and admiring friends are found to bear too much the character ascribed by position assumed by the biographers noticed above. As I shall be addressing my cotemporaries, and have no other object to serve but the cause of unvarnished truth, I trust that I shall for my recital a calm and attentive perusal.

In a scaboard county of the famous State of Connecticut, I first saw the light, and was brought up under the foster care of over from Plymouth in the Mayflower, in 1620, landing upon the dreary and inhospitable shores of Massachusetts, in the Cut No. 4 is a drafting compass.

Cut No. 5 is a small thumb pen and compass, used for small force a huge log-fire, furnished with a mug of hot ginger-eider of my father's own making, and golden pipins rivaling the golden Cut No. 6 is a pencil holder, to slip into the compass when apples of fabled antiquity, has my honored mother entertained her fond offspring with recitals of chivalric adventure in which her ancestry were engaged, instilling thus early into her children's hearts that deep and fixed love of country peculiar to

My father, who was of thoughtful, rather than of a communicative turn of mind, never said much on the subject, but in some way it leaked out one day-after close questioning-that Cuts Nos. 9 and 10, are the various sweeps necessary for it was a traditionary belief of the family, that my paternal ancestry were formerly known under the name of Snig, and it was

My great-grandfather, it would appear, was as much celebrated careful usage a life time, and grow better and smoother the one day he accidentally overheard an imprudent neighbor mention something about "Uncle Sniggle," which settled in his mind a fixed determination thereafter to forever write his name

COACH-MAKERS' MAGAZINE. THE

Snug, by changing one vowel for another. Time completed the MS volume of Flin's Surveying, with all the rules in geometry, the State of Massachusetts into Connecticut, and having distin-gled triangles, obtuse angles, trapeziods, polygons, paralelloguished himself as a militia Captain in the Revolutionary war, grams and other odd shaped fields, all correctly drawn therein, in view of his distinguished services in "licking the red coats," and protracted as her son's handi work, the evidences of his in view of his distinguished services in "licking the red coats," and protracted as her son's handi work, the evidences of his his grateful townsmen were led to honor him by calling their genius and industry must be conceded—so thought my mother, new village Snugtown, in compliment to his name and person. Mrs. Snug. No doubt dreams of profit from my industry and In this village I was born, and so was my father likewise, whose intelligence already flitted across Mr. Flatt's brain, as he wended name, in compliment to his father's worthy and admired general, his way home, for the old lady had evidently accomplished her was called Washington. My parents, Washington Snug and purpose by making a strong impression in her son's favor. Before Patience, his wife, were a very well matched couple in one re-leaving, however, after directing me to come on and begin busispect: the time she spent in silence, he improved in conversa-ness on the Monday morning following, Mr. Flatt, in a rather spect; the time she spent in shellor, he improved in conversa-tion; whereas had the contrary been the case, there might have always been disputes and janglings. In process of time, this worthy couple were blessed (so thought my mother) with two sons and two daughters; Cornelius, named after his aged grandfather, was the oldest; Caleb, Fanny, and Patience were grandfather, was the others successively. As Cornelius gray up he freet the names of the others successively. As Cornelius grew up he fact. found employment with his father in managing his farm. Whether nature's suggestions were followed out or not, perhaps is a question difficult to determine, even at this period of my life, but at an early age I had a strong predilection for learning "the art preservative of all arts," or, in other words, of learning the printing business; but my anxious mother having one day seen a fine, new carriage pass through the principal street in Snugtown—a rare sight in that day—her prejudices were enlisted in favor of that trade for her son. Besides, it was a very frequent remark among the Snugtown folks, the Messrs. Flatt & Towner, carriage-makers in the neighboring village of Sawgetup, were prosperous, and getting rich very fast. Somehow, my mother entertained an extravagant and an exalted idea of the respectability attached to the occupation generally; the consequence was, that from my tenth until I became sixteen years of age, she left no opportunity unimproved, in impressing upon my youthful mind her convictions that the business was not only very respectable, but also very profitable. To her female acquaintances, visiting at the house, she took every suitable opportunity when I was present to say, in answer to such questions: "Caleb is going to be a carriage-maker when he gets to be old enough;" phaselec with the saw or shove the jack-plane, and merely drags so, by the time I had arrived at the age of sixteen, her predilections had gotten the better of my natural propensities, and to the business I seemingly went from choice. On Mr. Flatt's next visit to Snugtown, he called by invitation on our family, steady aim his natural calling. All this is interested that the saw or shove the jack-plane, and merely drags through an apprenticeship of years, neither pleasant to himself nor profitable to his employer; the consequence naturally follows, as day succeeds night, that he will never pursue—as in order to succeed all business requires—with energy and steady aim his natural calling. going to be a carriage-maker when he gets to be old enough;" to arrange the terms on which I was to go as his apprentice. After the preliminaries were settled, by which Mr. Flatt was to try the boy for two years, and the boy was to see how he liked his boss in the meanwhile, the Sawgetup carriage-maker was about to depart for his home, when my interested mother "wished laboratory; man has permitted him to find employment without Mr. Flatt would be scated just one moment." Mrs. Snug not a proper consultation with her. Do you wonder then, that peronly believed it necessary and advantageous to begin the world plexities and discouragements attend him in every movement of with a good pedigree, but that it was absolutely necessary and his life? I have no particular desire of earning the reputation still better for one to have the reputation of smartness, especially for a boy about to begin a profession, to engage his attention member of the great human family has been created for the exfor a life time. This, then, was the moment to be improved, and she did improve it. She was determined that the first impression, in Mr. Flatt's mind, of her son's "good points," should be favorable, if any thing in her power could accomplish an object so desirable. Accordingly, after telling him what a good boy Caleb had always been, even from a child, and how her son could spell every word found in Webster's Spelling-Book, she brought out a huge bonnet-board-covered folio in MS, with every rule in Daboll's Assistant copied therein, and every sum worked out. This labor, the production of four or five winters at school in the village, was thought in those days of slow coaches and wooden nutmegs, to be a prodigious work, and presumptive evidence that the boy would make his mark in time. No doubt Mr. Flatt inferred from these evidences, that his intended apprentice would prove himself a good workman, should his apparently industrious habits be continued during his five might in some degree fortify my mind against future contingenyears at the trade, which would place him on a footing with any one in the craft; but when, with an evident smile of triumph, farm work. my mother, in addition thereto, brought out another and similar

work. My grandfather, Absolom Snug, having removed from trigonometry, &c., all written out, and the plots of right an-

The reader will pardon me here, while I digress a little, to add few observations pertinent to my case.

Perhaps no truth is more plainly manifest, than the fact that most men are dissatisfied with their occupations. Of course there are some exceptions to this rule. Why men are so, the individual himself may not always be able to explain, but probably the chief reason may be found in the fact that all branches of business in which man engages, has some difficulties peculiar to itself, and these difficulties being best and only known to those engaged therein, leads them to think no other is so beset with trials. Another reason undoubtedly is, that occupations are selected for . us. as in my case, in an arbitrary way, or in compliance with the whims or tastes of indiscreet relatives, or nominal friends. These unfit selectors choose a trade for their children or wards, for which the Creator never designed them. Suppose, for instance, the boy would, from choice, follow some mercantile profession, but by the influence of his parents he is finally persuaded to go to the coach-making business, and in nine cases in ten he will never succeed in life, for he does not feel any inclination to practice with the saw or shove the jack-plane, and merely drags steady aim his natural calling. All this is just as much out of place, and unnatural, as it would be to give the nature of a lamb to the body of a dog, or the wing of a bird to the domesticated of being thought a fatalist, but I do verily believe, that every press purpose of filling some particular station in some particular business, and it is for the interests of friends as much as it is for the pleasure of the individual, that a young man should, in most instances, be left to choose a profession uninfluenced by other's tastes or predilections, because he himself will be the most deeply affected by that choice. This, alas, is too often found to be the case, when it is too late to repair the mischief; the unfortunate victim grows weary and dissipated with his employment, and quarrels with its difficulties, until in sheer despair he sinks under an accumulated load of poverty and want. Fortunately for me in sailing near Sylla, my boat has not been dashed against Charybdis.

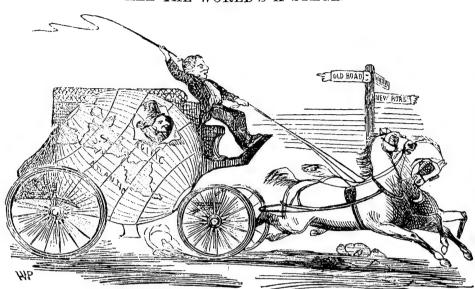
But to return to my narrative. Having the prospect before me of at least five years at the trade, my indulgent and considerate father allowed me a week of relaxation from toil, that I

TO BE CONTINUED.





"ALL THE WORLD'S A STAGE."





A NEAT "TURN-OUT."

'PIPER" MAKING A BREAK IN HOPES TO "GET THROUGH THE WORLD" AS A "FAST MAN."

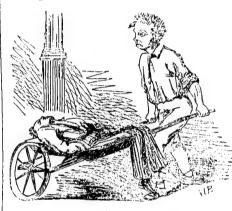
Our hero was no ordinary man-in short, he was a genius, and geniuses, you know, are always restless in their dispositions and peculiar in their tastes. Born in a secluded spot, among the rugged hills of New England, and early bound as an apprentice to the profession of coach-making, he had never, until he had attained his majority, had an opportunity to show his youthful proclivities, or, as he termed it, to "make his mark upon the world's great stage." Like the majority of his class, he could ill brook the seclusion of a "one-horse town," or the confining business of a hand-craftsman. So he packed up his wardrobe, and gathered the few hundred that the world had owed to his father as an industrious man, and launched upon the moving world of business and of pleasure, fully assured of the fact that genius must work its way through, and steadfastly shunning that good old road to fortune, which leads through industry and perseverance.



A CAR(E)FUL SKETCH-ON SIXTH AVENUE.

Once in the great metropolis, he becomes convinced of the fact that there is always "room for one more," and takes courage from the inference, that on the great stage of life there must always be room for one more genius.

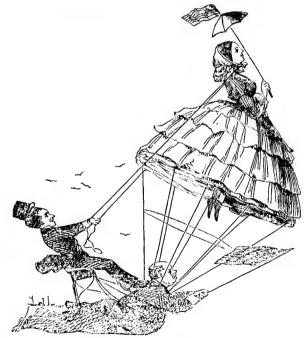
Piper is determined not to be outdone by other fast gents, so he procures a "turn-out" of his own.



THE IRISH COACH.

A laborer working near by, gathers up the mangled body of Mr. Piper, and placing it in his own vehicle, drives him to the next house.

This vehicle was neither a buggy, sulkey, or an omnibus, but an 'Irish Coach,' very similar to a steam carriage, inasmuch as it needs no horse-power to draw it, but is impelled by the driver.



AIR NAVIGATION! THE GRAND FINALE OF THE COACH-MAKER'S

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While smarting under the effects of the late disaster, Mr Piper proceeded to lay a plot to annihilate the art of coach-making, and thus revenge himself for the wrongs he had sustained Sundry freaks and anties which he had observed the wind to cut while passing up and down Broadway, suggested the idea of a new motive power, and allowing himself to be the coach by way of illustration, he sourced aloft in his imaginary design as it is light; and withal (allowing us to be the judges,) flights, bearing upon his back the weight of rapid progress, and it is a perfect model of elegance. The body is a cane side, heralding to the world the full benefits of modern invention. Long live crinoline! Long live Mr. Piper! (TO BE CONTINUED.)

EXPLANATIONS OF THE DRAWINGS.

IRVING'S PARK PHÆTON.

This elegant design was sent us by our Bridgeport correspon dent, Joseph Irving. We regard it as being particularly fine The side of the back seat is formed of cane work. The back scroll iron stands upon an elegantly turned pump handle. The solid side terminates with the carving at the back of infant seat while a carved sprig duplicates its appearance in front. All things considered, it is one of the finest designs we have ever illustrated. See Brown's contribution in Ironing Department.

THE SLIDING-SEAT PHZETON.

by one of the sub-editors of the Magazine; but to R. H. Brown axle; the stays under the fifth wheel securing it to the perch. belongs the honor of perfecting its parts and bringing it out in and answering the place of the stay usually made from the perch its present shape. When used as a one-seat vehicle, it presents to the under side of the axle in the ordinary way of constructhe appearance of a new, yet tasteful style of a phæton body, tion. It is a very light appearing style and answers all purpothe back resting on pump handles. But when shifted back, the ses for this class of work. The back axle is constructed as seat rests on the pump handle, and the fall lifting up, is sup-|shown in the cut, the spring bolts passing through turned or ported by an iron brace that turns down, resting from the front malleable iron collars. The wagon when completed, will not edge of the scat to the sill, thus forming a front seat, as indicatexceed 190 pounds in weight; the body made not more than 2 ted by the dotted lines. A new and tasteful style of finish ft. 6 inches wide, and designed principally for one person, but adapted to this style of vehicle, will be found by reference to will carry two if required. the Trimming Department. By making use of the device there laid down, the fall looks equally well as a fall or a front seat. The seat slides on round rods attached by thimbles. The rods are plated with silver, and run like a light railing from the base of the seat to the knuckle of the pump handle. We think that ornament. Fig.'s 2, 3, 4 and 5 are dash corners, full size, for this slide-seat Phæton is about as near to perfection as slide-seat use. vehicles can be expected to attain. Their roominess in front, depth of body under the seat, and their general shape, pre-eminently fits them for this metamorphose.

The design of the solid side finish, which is original with Mr. B., would give a good appearance to any phæton, slide-seat or not. We recommend it to the consideration of the craft.

THE CANE-SIDE WAGON.

leather boot, contributed by R. H. Brown. We have seen one of these wagons built by the designer, and must say that we three projections (ears, or lugs) at the large ends of the box. actually fell in love with it. It appears much lighter in the From the inside of these lugs (constructed so as to be let into finished job than one would judge from the appearance of the the back part of the hubs flush therewith) three counter-sunkdraft, and we should not at all be surprised if it had a more headed bolts passing through them, and through the flange, or extensive run as a light city wagon for business purposes, than moon-plate, at the back side of the collar, secured the box on did the "Know Nothings" in 1856.

THE "BROWN WAGON."

We are confident that our worthy friend, R. H. Brown, would not disown the cognomen were we to pronounce this draft his masterpiece. It is light, very light, and as original in its design as it is light; and withal (allowing us to be the judges,) resting upon a handsomely carved spring bar of "second growth." each end of which rests upon a half spring at the front and back. This combination is elastic and light. The seat is the lightest kind of a stick seat. The inside of the rail is rounded to imitate a roll, and the out edge is beaded to imitate a welt. The welt and roll part is painted a jet black, while the outside of rail is the color of the rest of the job. The seat is either finished in the bottom with a pad cushion, or with cane, same as a chair bottom, (and no cushion.) The front post of the body extends up to rest the front of the seat on, while the back side is supported by a scroll iron, as seen in the draft. The dash is light, and covered double with bow leather.

THE RUNNING PARTS are lightened out as shown in the cut of skeleton gearing, represented below. The ring bolt is constructed in the form of a clip set in the centre of front axle, taking a nut on the top of T plate on the under side of head block, (as This neat, practical, yet original design, was first conceived shown in the small cut at the left of the spring between the

PLATE OF STITCHING DESIGNS.

Fig. 1.—A wreath for buggy boots, with centre space for

For Patent Illustration, see "Business Department."

THE MAIL PATENT AXLE—ITS FIRST INVENTION.—One Mason, an Englishman, about forty years ago, is said to have been the inventor of this kind of axle. Having been extensively used in the coaches conveying the mails, and meeting with the favorable approbation of the British Government, at An original design for a light cane-side Wagon, finished with that time, it was by it purchased, and the right to use given to the world. At its first conception the boxos were cast with the axletree, as is now generally done. E. M. S.

TO ES GOVERNO

MAIL SPATTERS.

Mr. Saladee—Dear Sir :-- Enclosed I send you a copy of a circular, mailed to our address from a Spring Company in Philadelphia.

"Notice.—The article headed "French Ear Springs," in the American Coach-Makers' Illustrated Monthly Magazine for April, 1857, on page 65, should be read by Coach-Makers and others purchasing Springs. The drawing representing the model shape, is our old-fashioned shape, and is the best Spring we make. When the Express and other shapes of round end springs were first introduced, the Merchants inquired for them, and we were exceptions, never patronized the Magazine in any form. compelled to make them, but we condemned them from the start. The secret in the matter of Coach-Makers putting on round end Springs, appears to us very plain; a lighter spring will sustain the weight, elasticity would seem to be lost sight of. We have seen a pair of 11 inch Springs under a wagon with two seats, to carry four persons, the weight of the Springs being only 33 pounds, too light entirely for the wagon; but as they were made with round ends, and set up high, they sustained the weight, but had no Spring in them; they were emphatically a W. & H. ROWLAND. poor thing.
Philadelphia, May 1st, 1857.

Lowell, May 4th, 1857.

Co., New York. It is not taken from the office. Yours, respectfully,

HIRAM MILLS.

[How does friend Mills know so much about Post Office matters in Turin? and by what authority does he order another man's Magazine stopped? Will our friend please to post us ?---ED.]

TIFFIN, May 16th, 1857.

Mr. Saladee-Sir: The Upsetting Machine purchased of Mr. A. McKinney, about eight months since, is still in use in my factory, and I must say that I am more than ever convinced of its practical utility. It is one of the improvements of the age. P. VANNEST.

[No news to us. We have now in the till before us, bundles of such testimonials from men of first rank in the business; Blake & Williams; Lowman, of Cleveland, and hosts of others but all of this amounts to less than a trial of the machine. We have seen it in practical operation, and hence know its value.--ED.]

> For the Coach-Makers' Magazine. Columbus, Ohio, May 13th, 1857.

Mr. C. W. Saladee-Dear Sir :- In your Magazine of the present month, I notice a communication signed by some of the craft in Piqua, charging me with falsely representing them in my line to you, an extract from which you published in "Mail all, compared with the unfortunate and Herculean labor imposed Spatters" of March number, and from the fact that it is pretty upon him who makes the coach-making business his profession generally known, that I am the writer of the letter, I trust that you will permit me through the same channel, to make a state-

ment of the facts in the case.

The proprietor, Mr. Crozier, is no doubt the man that penned the body of the manifesto in which I am accused of falsehood, &c. He affirms that no such a club is now existing, to take "one copy" of the Magazine. This may be true at the present standing the whole bill (\$3,00) alone. If so, I pity his poor situation.

(gizzard)—I like to have said soul, but in such a case it would have been a misapplication of terms.

One of those statements must be true, for the writer will not deny that such a club did exist no longer ago than in '56. At that time, he, in company with some of his hands, did raise the amount of one subscription, and sent it in with the undersanding that all was to have the reading of it. R. Brower was one of that large souled company, and I could mention others, but as their names do not appear in the list purporting to represent the Piqua craft, I have, of course, no motive in so doing. I presume that the veritable signers, aside from those (dis)honorable

Charles Brower, the "P. S." man, refers you to home as a place to find little souls. Now, just refer to your books and see if Columbus does not stand foremost in its patronage of the Magazine, among the cities of its size. Why, Mr. B., I can find apprentices in this city, whose souls in Magazine patronage would weigh down fifty like yourself, for there are not less than a dozen who take it and pay for it on their own kook, a thing that I doubt whether you or any of the workmen who signed as the craft in Piqua ever did do, or ever will. Now, for the benefit of the craft in Piqua, who signed this document with their terrific cognomens, I will give the initials of the "C" communication. (Hold your ear.) It is N. D. CHAPMAN.

[We do not pretend to say, that the facts of the above com-Mr. Saladee—Dear Sir:—You will please stop the Coach-Makers' Magazine, directed to Cythe & Williams, Turin, Lewis his own assertions, by giving his own proper signature. But we his own assertions, by giving his own proper signature. But we must confess that our ideas of the craft in Piqua are somewhat enlarged by this spicy brush. We had supposed that it was a little fenced-in town, with but one living coach-maker in it; but a long list of names in our May issue showed that there were 12. This we supposed to be a finality, as they came out under allied colors as the craft in Piqua; but this correspondent affirms that we have not had an introduction to all of our old patrons yet, but as the "Razor-Strap Man" would say, "there is a few more left." Upon the whole, the affair is rather spicy, only so it don't end in a duel, for our taste runs to the serio-comical, rather than the tragical, however, if a duel must come, we will be on hand with our quill ready to paint a moral or adorn a tale, as items may present themselves. But don't get excited on our account, for we would go further for a rich dish of fun than for a large list of subscribers. But true or false, in this instance. how many shops can see themselves in the mirror of this correspondent's article. To such we would say, "thou art the man."-Ed.

THE COACH-MAKERS' TRIALS .- The man who listened to the whimsical advice of every body he met in his travels, as to how he should treat his long-eared animal, had an easy task to please for life. This is evident to every poor wight doomed to follow the business. We need not go into particular details here; they suggest themselves every time a customer calls to examine his stock of carriages, and especially if in addition to the visitor's own fancy, we have his lady's taste to satisfy also. We envy time; perhaps the writer has got rich enough to take a copy on his own hook this year. Perhaps, again, that one of the signers, enabled him to succeed in pleasing one-tenth of such individuals enabled him to succeed in pleasing one-tenth of such individuals Mr. R. Brower, and the others that composed his last year's firm in the Magazine trade, have got too poor to "go in" for it another year, and has thus forced him into the necessity of is deserving of a more befitting fate—of a more remunerative

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COACH-MAKERS' MAGAZINE. THE

TABLE. EDITOR'S

JUNE

FRICTION.



There is no law or principle within the range of natural philosophy, that so deeply interests the Coach-Maker, as that of friction. Its principles should therefore, be more thoroughly studied and understood; and all the more so, since we so often find, that the ingeniously demonstrated the-

rely upon the experiments of others.

Olmsted, a standard writer upon mechanical philosophy, quotes from M'Coulomb and Prof. Vince, to the effect, that pulse to move it from its place, and the impulse must be greater friction depends upon the amount of pressure; not the surface or less, in proportion to its heft. But this is not friction, it is brought into contact. Prof. Antisell, in his "Cyclopedia of ponderability. the Useful Arts," quotes Ferguson to the same effect. Other authors dodge the question entirely. Finally, the modern student of mechanics has been led to adopt the same conclusions, and if skeptical as to the results, have learned to content themselves with the same class of experiments alluded to, as tests of degrees, while it will stick to a smooth magnet when held perthe correctness of their author's inferences. It is strange, too, that the many concessions made by these same authors in the it instinctively hugs to its perpendicular supporter. very face of their conclusion, that bearing-not surface-determined the friction of sliding bodies, should escape the notice of overcome in the moving of all solid bodies, ponderability, students, and still stranger, the authors themselves. A few quotations from the authors mentioned, will suffice to show this fact. Antisell in defining friction says, that it is the "resistance produced by rubbing together the surfaces of two solid bodies.' That "if the surface of bodies were perfectly smooth and polished, they would slide upon one another without resistance from contact." "But," says he, "that degree of polish can such a manner as to bring the edge or certain parts of them in never be attained, even in the finest metals."

Olmsted says the same in effect, and adds, that "surfaces meet with a certain degree of resistance in moving upon each other in consequence of the mutual cohesion of parts-a principle which has the greater influence in any given case, in proportion as the surfaces are smooth. But a much greater resistance arises from the asperities of surfaces, as in the extreme case of two brushes moving upon each other, the hairs of which become interlaced, and if pressed together oppose a great resistance." He then descants upon the inequality of all surfaces. "The finest needle," says he, "when placed under the lens of a solar microscope, exhibits a surface as rough as the coarsest but half of its length, than when it is straight, and its shaggy iron tools do to the naked eye."

This is the nature and philosophy of friction, as defined by

affirm that bearing, not extent of surface, adds to the friction of moving bodies. We might, were it necessary, give many other quotations from these same authors, and to the same effect. We might also cite many other authors who substantially agree with them, and who even advertise their own absurdity more conspicuously. But their corroboration amounts to nothing in point of fact, so we pass them by in silence.

That bearing has more to do in increasing friction than extent of surface, we cheerfully admit, but that extent of surface has no effect in adding friction to bodies of a given bearing, is, as a practical principle in mechanics, incorrect. It matters not, whether the sliding of a brick upon a table by a pulley scale, or the moving of any other light article with no greater difference in surfaces, fails to show a sufficient amount of difference to be observable or not. The principle when applied on a larger and more practical scale, fails to sustain this theory, ories of scientific men, hence, as a general principle in the science of mechanics, it is prove at last to be falla-incorrect, and the trifling experiments that sustain it, sink into cies. Upon the subject of friction, our best authors seem to insignificance. Every body is, of course, weighed towards the earth by its own specific gravity, and whether hanging or resting on friction, or anti-friction supporters, it requires an im-

Friction is a surface principle. Resistance to motion often arises from magnetic affinity; but friction proper arises more from asperities of surfaces than from cohesion of particles. nail will slip from a rough bar when elevated to an angle of 45 pendicular. But it is not sustained by frictional resistance. as

Let us, then, discriminate between this trio of forces to be magnetic attraction, and friction proper. Now, the ponderability of a brick is much greater than its friction; hence, the impulse that would start it upon its edge, would probably do the same upon its side, especially upon the surface of a dry table, and with a new square brick that was sharp at its edges, (for most of bricks are battered in the handling when green, in contact first.) the difference would be so little that it might not be perceptible to the operator. But try it upon a larger and a more practical scale. It is the hook principle in metals and the asperities of surfaces in every thing that gives it its frictional qualities; hence, it is but reasonable to suppose, that while the ponderability of the article affects its frictional action to a great extent, by forcing the surfaces together, the enlarging of the friction surface must affect it some, as it brings a greater number of hooks or uneven particles in contact, upon the same principle that a harrow with 24 teeth will drag heavier than one with only 6, or a log will haul much easier when it drags bark drags from end to end upon the ground.

Heavy boxes of goods slide much easier on a skid than upon those same authors, who not only tacitly admit, but confidently the flat side, and most of mechanics would sooner attempt to



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THE PRESENT NUMBER.

Reader, have you never observed a fond mother with her hand resting upon the head of her darling child, whom she expected the "stranger" to notice, turn as if disappointed at his coolness and apathy? Are you a father? Perhaps you have experienced a feeling akin to this. Nights and days hath she spent watching its restless slumbers when the lights were pale and the embers flickering. None but herself knows the care and anguish that the rearing of this little cherub has cost her. Now, he stands beside her a bright and smiling boy. Her toils are repaid, and she now basks in the full fruition of her hard earned treasure. Why should she not feel that she has a right to expect that others will respond to her yearnings for sympathy?

As that anxious parent, we now appear before you with our hand resting upon the mental offspring of ourselves and othersour friends-hoping that through our earnest endeavors to please and profit the reader, that we may win a smile of approval from each. The many hours of care, toil and anxiety are now past; the midnight oil of the student and the braincracking study of the author! are they spent in vain? Shall the combined toil and labor of many heads and many hands, with the immense cost that it brings, be tossed carelessly to one side with a passing glance, and perhaps pre-judged as a work of little importance-too little to keep clean and bind, or indeed, to be taken by more than one in each establishment?

We are sometimes astonished, while passing around among our subscribers, to find how many important things escape their notice, especially among employers. This fact has induced us to adopt the plan of calling attention to its contents in our editorials. Look at the plates of designs. Are they not rich and rare? Judge them not by their adaptation to your own particular line of custom, but upon their intrinsic merits as original and tasteful designs.

One-horse proprietors sometimes ask us why we don't illustrate "practical styles," meaning, of course, Drop-fronts, Phætons, Boat-bodies and Jenny Linds; styles which every body can make, and which, if illustrated, would disgust larger ope-

tensive as the Ames' cutlery or the Coats' thread. There are rators, and bring the Magazine into disrepute as being a worth-

Among our communications there are many things of great call particular attention. Those of a more amusing cast will, of course, be read and laughed at. We wish to impress this fact upon the minds of our readers, that almost every writer in the Magazine are practical mechanics-self-educated men, who write for pastime after the hours of toil are past. "Genius" gives indications of a well stored memory, and a well trained mind. "Caleb Snug," is a rare emenation from a ready pen. The poem on first page is but a drop from a fountain of rich. To do this number justice, will be the work of many evenings. Read it and digest its facts, and if you feel interested in it, urge its claims upon your shop mates and friends.

OUR SUPPLEMENT.

If our senior, the tall "Son of York" should chance to get the editors physiognomies engraved in time, the reader may expect to find a supplement sheet in this, containing the likenesses of the five editors of the Magazine. They will be dropped into the Magazine loose, so that those who may see fit to have them framed, can do so without mutilating the book by tearing them from it.

In 1856, the editor promised a fine portrait of himself, but the artist failed in his attempt to secure a good likeness, so it was dropped. Now, to atone for that delinquency, he gives a plate of five portraits. These have been engraved by one of the finest artists in New York, and at a heavy cost to the proprictor, but we feel a laudable degree of pride in presenting them to our patrons as a tribute of respect for their generosity; a dividend that we actually owe them, since their increased patronage has forced us to start out in this issue with a large extra edition.

One word with reference to the extent of our corps editorial. The Magazine Office is a great institution! Of the five editors, all but one are Shanghais, and the whole when taken collectively, measure just 30 feet in length, and weigh 800 pounds, so that if among the crowd there is not some long shots occasionally made, it is the fault of education rather than of nature. This may be considered as our bow to the subscribers of the semi-volume. Just imagine that you see us with our hats in our hands, and our heads "a bobbin."

OUR DRAWING TABLE

Is literally "crammed full" of fine designs, so our numerous contributors must wait patiently until their turns come.

That splendid design for a Coupe came to hand "all right." Much obliged, friend Irving. Do so again.

Mr. R. H. Brown occupies at the present time a prominent place among our most active and original designers.

We have also many fine communications on file that must lay over until the next issue.

COO TO WEE

(#3) 500°

READ THIS.

We are out of back numbers and can supply no one with them. Those who send in their names must commence with this issue, as with this, we have enlarged our edition several thousand, and are now prepared to take any (moderate) number of names as subscribers, from this time on to the first of May Magazine. We have had to cut this volume in two parts for the benefit of such as must hereafter renew their subscripthe commencement of the year. Let this be our apology to such as shall send in their names, ordering back numbers and wants of our advertising patrons. receiving but this. Accordingly we have commenced with the June issue, making it Vol. 4.

We remarked in our last, that the French Rule series would be mence in our next number, but we are hesitating whether to give the French Rule or another that is more new and simple. Probably we shall give the latter.

JOHN C. HAM'S large illustrated advertisment came to hand too late for insertion in this number, as did very many others, but they will be inserted in the July issue, and heralded, no doubt, by a grand display of fire works and other patriotic demonstrations.

LITERARY REVIEW FOR JUNE.

"THE RIFLE, AXE, AND SADDLEBAGS."

It is often the case, that infirmity serves as a prompter to may order. true genius. Such it proved in the case of Millburn, the poor blind student of the Quaker City. In reviewing this, his first production, we can but express surprise at the vast amount of information that it embodies, whether judged as the work of a partial invalid, or as a strong and vigorous author.

His style is bold and luminous, and possesses a facinating power, fully equal to the wildest dreams of romance, and whether history and personal experience, the emptiness of intellectual, and per set. the true greatness of moral power, the whole is imbued with a nobleness of soul, and a manly vigor of thought, which at once improved circle benders will be done in the course of one week woos and wins the sympathizing heart to the path of rectitude from the time of issuing the June Magazine. They have suffiand virtue.

Yet this is not the work to be puffed and lauded by the hireling press. It comes in humble garb, and like virtue, is prized by those who possess it, and the sensations it inspires are too profound to admit of an adequate expression. Such are books for the mechanic. Such we can heartily recommend. No library is complete without it. Randall & Aston's House; postpaid, \$1,00

"REVOLVING INTEREST TABLE."

A handy fixture to the desk of any boss coach-maker; is accurate, thoroughly practical, and reckons interest at either six or ten per cent. for any given time, or on any given amount. Price, post-paid, \$1,50. Randall & Aston, Columbus, Ohio.

BUSINESS DEPARTMENT.

OFFICE OF THE COACH-MAKERS' MAGAZINE, Columbus, Ohio, June 1st, 1857.

COACH-MAKERS, ONE WORD.

Our artist is now engaged in making a fine collection of designs on a small scale, for the benefit of such of our patrons as June next. We notified our patrons of this in the last number, may want to get fine illustrated charts printed. The difficulty but mention it again for the benefit of those who do not see the has been with our chart business, that the cuts were too large to admit of an assortment on any moderate sized sheet. Another, that they were cut out too light to show well at a distance. And last, though not least, that the cuts of that class tions in June, from the fact of their neglecting to subscribe at of work which was made in all shops, and most generally used, were not the kind that is illustrated in the Magazine; hence, the designs that we had on hand did not come down to the

We are now getting up a splendid assortment of designs, comprising nearly every style of vehicle now in use. when finished, will be the most perfect chart form ever made, as it is the latest and most improved one. We have all of given in the course of the semi-volume. The lessons will com- the former efforts of our most eminent designers to select from, and the greatest facilities for adding to them of any at the

present time.

These cuts will be on a scale of about 1 inch to the foot, and will consist of Busses, Cabs, Coaches, Caleches, Coupes, Barouches, Rockaways, Rough and Readys, Sliding-Seats, Phetons, Cane-side Wagons, top and open jobs, Trotters, Skeleton Wagons, Sulkeys, Sleighs, Hearses, Express Wagons, &c., in all their various styles. From 25 to 50 of these cuts, with centre card, will go in a space that will make a handsome sized sheet to frame, and give the customer a pretty fine idea of the number of jobs he may select, and order from. These jobs will be all named, priced and numbered underneath, and can be selected and arranged to suit the taste of customers. A neat card can be made from them, containing one tier of cuts around the centre card, on a sheet no larger than common letter, or we can put any number of them on large sheets, that a customer

Pamphlets and circulars printed from the same cuts to order. Those wanting cards, sheets and circulars, can order immediately, for the new form will be ready by the time the Magazine

is in your hands. "First come, first served."

PLUG BITTS .- If you want a set of plug cutters, that will cut plugs as fast as you can bore holes, send in your order to the Magazine office immediately. We have just received a good supply. The sett consists of six pieces; three centre bitts defining the rights and wrongs of women, or illustrating from and three plug cutters. Size, 3, \frac{1}{2}, and \frac{5}{2} inch. Price, \\$5,00 Four sets, \$12,00.

> PIVOTAL FIFTH WHEEL FORMER.—The first batch of these cient power to bend fifth wheels, either cold or hot, turn them on a true circle, and will bend (allowing time to heat, which levels them best,) at the rate of about sixty per hour. out heating, as fast as they can be attached and the lever pulled around.

Goff & Peterson have removed to better quarters, No. 318 Market St., between Third and Fourth streets. We had the pleasure of a visit to these gentlemanly and enterprising hardware merchants of Philadelphia, at their new stand, and must heartily congratulate them upon their good fortune in securing such comfortable and spacious quarters for the display of their mammoth stock of Coach and Saddlery Wares. seem to be determined to keep pace with the progressive spirit of the age, and we wish them success. Carriage manufacturers purchasing or ordering from the Quaker City will do well to patronize this establishment.



THE "INDIA RUBBER MAN."—By late advices from friend Chapman, we understand, that the "Elastic Fasteners" are telling largely throughout the South and West. He sends us a formidable list of names, comprising the first class manufac- rod is inserted through these clasps, so as to take a burr at turers, with whom he has contracted to furnish blocks to be applied to all new work manufactured by them.

WESTERN FURNISHING HOUSE.—H. N. Wenning, 360 Main street, Cincinnati, keeps a cozy furnishing room in the upper further description of the improvement and the claims of the story of his Iron Store, where coach-makers will find a tastefully assorted stock of Trimmings, Coach Hardware, bent and turned Trimmings, &c., &c. See advertisement in this number. Friend Wenning is a plain man, and an active, straightforward dealer. Give him a call.

THE CONTINENTAL WHIP SOCKET. - R. S. Jennings, the Waterbury Continental Socket man, continues to furnish all mankind and the rest of the folks with his deservedly popular whip sockets. We consider that he holds in his hands one of the real improvements of the age; and being a liberal, enterprising and straight forward man, he will help himself to success. Mind that, now.

See Hiram Abbott's advertisement in this number.

CRANE & KILBURN.—We would call attention to the new illustrated advertisement of this old and respectable bending duction, said that the first coach was made of a crab-shell in establishment, which will be found in this number.

McELROY'S PATENT ELLIPTIC C SPRING AND IMPROVED COUPLING.

this number, is, to diminish labor in manufacturing, cost in material, weight in the vehicle, crabbedness in the motion of the springs, and strain upon the body, and other solid parts of the vehicle, in passing over uneven roads. We have not had the pleasure of testing the finished vehicle, but are assured by those who have, that it operates to a charm, and for ease and elegance, knows no superior, and indeed we can see no good reason broomsticks, yardsticks, and other like destructive weapons, why it should not work well.

Fig. 1 represents the front of a "Trotter," with the "elliptic C" applied. A, represents a malleable head block, the centre finished with ornamental devices to represent carving; the ends forming a scroll to take the D plate. The spring as it merges soon collected around to satisfy their curiosity. Suddenly, an from the head block is supported to B point with an under leaf, same as a full elliptic, while a leaf follows the upper side to C point, supporting it in the curve as a C spring. The killing takes the body loop which terminates in a bolt form.

the iron supporter underneath the spring, which assumes a bow shape, the outer ends fastening to the axle by the stay clip.

Fig. 3 represents the spring unhooked from the iron sup-

Fig. 4 is intended to show a dissected view of the supporter, with the chamber to take the end of the spring, the bolts that they hook around connected and strengthened by a centre bridge; the hole that the king bolt passes through, and the side flanges that follow the edges of the spring, as far as it reclines on the supporter, then recedes to the surface level of the supporter

Fig. 5 represents a top view of the supporter, showing the side flanges and the top bridge, king-bolt hole, &c.

It will be seen by this that the spring is adjustable, being pivoted at the centre, so that when one wheel drops into a rut, or passes over an obstacle, the one spring settles and the other mum dose for any useful purpose. raises, leaving the body level, and giving the spring nothing to overcome, except the elevation from the wheel to the centre; just half of the amount that it would be, from wheel to wheel, as in case the spring was permanent. Yet it is impossible for the spring to unhook, as it is held just so far apart by the body ten days that they may accompany it. Oh! what a "Tousley!"

Fig. 6 represents a top view of the improved coupling. The perch is a round rod from D point. E is a clasp connecting the stays. F is also a clasp connecting the scrolls. The perch rear end, behind the axle. The object of this is to allow the carriage parts to twist without straining the perch and stays, a point altogether overlooked in the old fashioned gearing.

Fig. 7 is a prospective view of the whole combined. inventor, address, &c., see advertisement in this number.

EDITORIAL CHIP-BASKET.

BY E. M. S

This fellow picks up chips, &c .- Shakspeare Improved.

THE INTRODUCTION OF COACHES INTO ENGLAND. -- Five hundred years ago, a pleasure carriage for ladies was in use, called by the singular name of the whirlicote; but it is less than three hundred years since the Coach proper was first introduced into England from Germany or France, during the reign of Queen Elizabeth. It met with strong opposition from certain classes of the Queen's subjects. One man, who disapproved of the intro-China, by the evil spirit, and went over into England in a cloud of tobacco-smoke; another wished that all the coaches were at the bottom of the Thames. Such is an example of the difficul-The object of the improvements illustrated on 5th plate of ties met with from ignorance and prejudice, upon the introduction of articles, since universally admitted to be she most useful conveniences of civilized life.

THE "TALE" OF A RAT, WITH A MORALE .-- The other day, several "children of a larger growth," armed with pokers, rushed out from a store in the vicinity of Canal St. and Broadway, in hot pursuit of something not distinctly visible at first sight. As is usual in crowded thoroughfares, a large crowd enormous rat was observed gliding between the wheels of an omnibus, endeavoring to elude the danger threatened by his pursuers. With an ardor worthy of a nobler action, these knights Fig. 2 is a back view, which is the same as the front, save of the poker rushed on madly in pursuit, among carts, stages and other vehicles, heading off his ratship at every turn, until a doctor in his gig, with as little unconcern as the fraternity are wont to send us into the spirit land, drove over the unfortunate animal, killing him instantly. Morale.—There is more ratsbane in some doctors gigs, than their patients ever dreamed of.

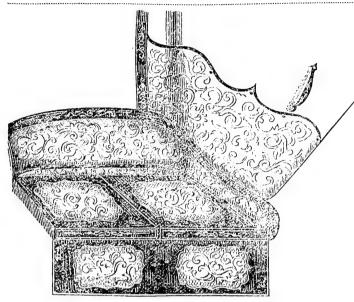
> IRON.—A rod of iron 1 inch square and 3 ft. long, weighs 10-18 lbs. A rod of east iron of the size, weighs 9-668 lbs. A circular rod of wrought iron, an inch in diameter and 3 ft. long, weighs 7-80 lbs. In converting iron into steel, 100 lbs. of iron combines with from 4 to 12 ounces of carbon; the former proportion producing very mild steel, and the latter being the maxi-

M. G. T.



TRIMMING DEPARTMENT.

M. G. TOUSLEY, EDITOR.



DESIGN FOR SLIDE-SEAT PHÆTON.

The "Slide-seat Phæton" illustrated in this number, is intended to supply a front seat by simply lifting the fall. It has also a close top. The above rather unique style is suggested as being appropriate for it, and at the same time durable and cheap. The fall is formed of plush and leather; the inlay is padded lightly with hair, the leather tacked to the fall-board at the edge, and finished with a light vallance, which will show only when the fall is raised. The facings are made of stiff patent leather, cut out in a light, tasteful sprig work, and inlaid with plush; the underneath. A strap then passes slanting down and back to out edge is sewed to the facing, and bound around with a fair

stitch binding.

The tops of the cushions are inlaid with plush to match the fall, and the bow leather plaited in at the corners, and not gathered along the edge. The cushion is tufted before the three sides of the top piece is blind seamed in, and the top is stuffed with hair and left plain. A light roll of plush shows itself behind the cushion, topped with a welt that recedes to the cushion at each side, as if to match to the side welts.

The back and sides are formed of smooth plush, thus allowing the figure of the goods to form the design of the cushion in the place of rolls, points, or diamonds, as it is neater, more durable, and withal a better style for the working of any kind of figured goods. The top and arm roll are made of bow leather, as shown; the centre finished same as cushion fronts. The side is

it in plain, same as the rest of the plush work.

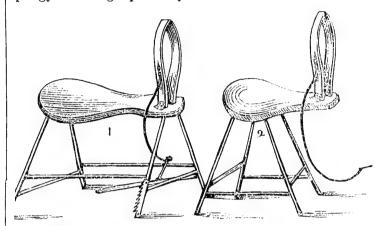
The "hand-leather" is covered with bow leather, and bound with the cover; the bottom is finished with a pointed oval drop, ornamented with a silver ornament of a shape to suit. The back strainer is made of bow leather, with a welt stitched to the out edge, the inside doubled back in the same way, but stitched without a welt, and the lining sewed to the piece that turns back.

The top should be finished with a patent leather welt over the back bow, but without festoon or fringe; the plainness of this finish will be relieved by ornamental curtain straps.

For the Trimming Department. STITCHING HORSES-TRANSFERRING STITCHING DESIGNS, &C.

It is of the utmost importance to perfect the various branches of mechanics, by the diffusion of useful knowledge, and the in-

mite to the perfection of so noble an end. This is my only apology for asking a place in your columns.



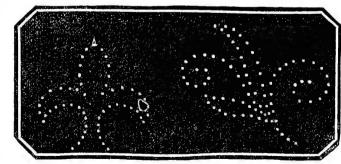
AN IMPROVED METHOD OF CONSTRUCTING STITCHING HORSES.

The greatest imperfection that presents itself in the construction of stitching horses, is the lack of room between the jaws. In old fashioned herses, a screw, taking a burr on the outside, was made to pass through the jaws so near the top, that a dash flap buggy fall, or carriage top, had no room to pass inside. The strap and treadle of more modern date only transferred the labor from the hand to the foot, leaving the same evil unremedied. In the cuts above presented, all of the benefit of a treadle is preserved, and the old difficulty is avoided, as the whole space from the top of the jaws to the seat is left unobstructed.

Cut No. 1 represents a horse with a treadle. A crooked rod of iron of an oval form, and turned so as to bring the strain upon it edgeways, bolts fast to the front side of the jaws, and passing around so as to clear the bed, reaches underneath, curving until the end tips up a little on the left side of the space the right, attaching on the right side portion of the treadle, as shown in the drawing. By stepping on the treadle, it springs the rod to the right, and presses the right jaw of the horse against the stationary one at the left, closing them firmly together.

Cut No. 2 represents a "stool stitcher" on the same plan as the one with a treadle, only that the curved rod extends clear to the opposite side, and is operated on by setting the left foot on a sort of a flat plate at the end, which causes it to close in the same manner, though not so firmly as with a treadle.

I have horses manufactured after both of the models represented, and use them in the shop daily, so I can speak from experience when I affirm that they work well, and close even tighter than the common strap and treadle. I, however, prefer the one with the treadle, of the two, as it is more reliable for made to imitate a "New York Squab," by cutting and binding steady stitching, though the other does well for light jobbing, a piece of plush with neatly turned leather binding, and putting and is not so heavy to handle, or unwieldy to dispose of as the and is not so heavy to handle, or unwieldy to dispose of as the



A QUICK TRANSFERRING PROCESS.

Take any kind of a figure which you wish to use, either troduction of a better order of tools and machinery. In view of small or large, and mark it on zinc, then, with a fine round awl this, it becomes every liberal minded mechanic to contribute his prick it through regularly, and about as fine as you intend

generally to stitch it, then tack it on to a smooth and solid piece of wood. When you wish to use it, rub a little chalk on it, and lay it on the patent leather as you wish to apply it. If the figure is small, one blow with a hammer will stamp it. If long, one at each end and one in the centre. To keep the block from bounding, it is well to set a pick of some kind in the figure at each end of the block, one that will just about pass through the leather. A set of fine designs thus made and put upon blocks, will last many years, and save many hours of time each week.

XENIA, May 2d, 1857.

For the Trimming Department.

MR. Tousley-Sir :- That this is an age of improvement, is well known to every thinking mind, yet few things are worthy to be called perfect, and the subject I wish to speak of is the manufacture of fancy enamelled cloth for trimming purposes. I find that Saloe's bronzed cloth is invariably made with a black ground work, and in cold weather it becomes so hard as to break somewhat, thereby showing the black; also in wearing the ground work will show. Now it seems to me, if the above mentioned goods were finished on ground work, colored similar to the finish ing coat, the difficulty would, in a great measure, be obviated A CARRIAGE-MAKER. Will manufacturers think of this?

APRIL 26th, 1857.

PAINTING DEPARTMENT.

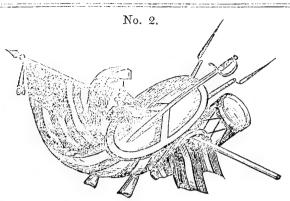
JAMES SCOTT, EDITOR.



DIRECTIONS FOR COLORING.

gone over with burnt senna.

Hair—burnt umber, lighted with Naples yellow; wings, as your fancy may dictate. Drapery, purple-rim of tamborine, dark red, cover of ditto; white and raw umber with a very little black. Basket, burnt umber and white. Shepherd's crook, umber, yellow and white; ribbon, blue. Musical instruments, umber and yellow. Doves, white, black and blue. Flowers, guided by good taste-you may use all the colors on your pallet. The shadows on the tamborine can be produced with asphaltum, after the work is dry.



Mr. Editor:—Hoping that this design may prove useful to new beginners, I have devoted a spare hour to drawing it. I shall be well rewarded for the little trouble it cost me, if some brother painter, who may be in want of a pattern, will do me the honor of using it. I will endeavor to give directions for coloring; trusting, however, mainly to the judgment and taste of the operator to produce a satisfactory result.

Rim of shield-white, raw umber and a little perminent blue. Shade, clear umber; light, white with a little burnt sanna. Inside compartments of shield, purple and vermillion, respectively.

Helmet—hilt of sword and spear on flag staff, bronze color, mixed with white, burnt umber and orange chrome, or chrome yellow, No. 7. Shade, burnt umber; lights, white, with a little yellow. Plume of helmet, white, tipped at the lower extremity with red. Drum, same as shield, except the head, which is black and white lighted with clear white.

> Blade of sword, bayonets and musket-barrels, steel color, mixed with white, black, and a little blue. Lights, clear white. Stocks of guns and flag-staff, burnt umber

> The flag you will go over twice. First time, light lead color; shade, dark ditto, light clear white. When dry put on the stripes with searlet lake or rose madder. The union on the upper corner of the flag, blue, stars white.

> In mixing the above, any painter, with even a limited knowledge of coloring, will know about what proportions of each to use without further directions.

JAS. SCOTT.

IRONING DEPARTMENT.

H. PRINGLE, EDITOR.

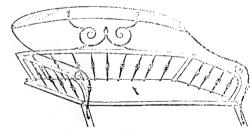
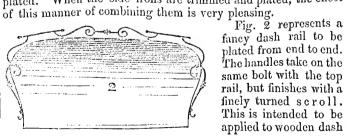


Fig. 1 represents a stick seat with an ornamental centre iron; Ground work for Cupid—a mixture of white, black, and Naples yellow. A good flesh color may be made with white Naples yellow and scarlet lake. For shading, darken the same with Marine blue and black. The deep shades had better be with Marine blue and the same with harmed close up to the handle, and the entire handle neatly plated. When the side irons are trimmed and plated, the effect



The handles take on the same bolt with the top rail, but finishes with a finely turned scroll. This is intended to be applied to wooden dash



on close-quarter Phætons. We used this design on a job of this purpose for which it was designed, and will wear quite as well description worth \$500 but a short time since.

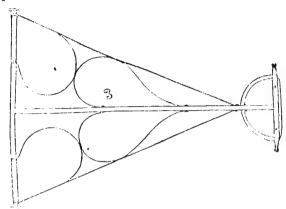
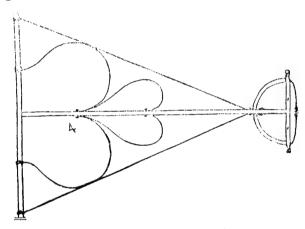


Fig. 3 is a fine and simple design for a stay.



Another still more simple in its construction.

ON THE TEMPERING OF STEEL.

A correspondent, D. I. Wells, of Bolivar, Tenn., writes us a few words respecting tempering steel tools. He says :- "I read the comunictions in No. 27 Scientific American, from three different persons, on tempering mill picks, neither of whom gave the true method as I understand it, although one comes very near to it. The main thing in tempering is striking the right heat. From long experience, I have found that the lowest tempering heat at which steel will harden when taken out of the fire and dipped into water is the best. A little experience with any piece of steel will show this to be so, and different kinds require different degrees of heat. It is a mistake to suppose, that by raising the temperature of steel for tempering very high, that it will become harder, and of a better temper. Steel is rendered more brittle by a high heat, but no harder. As to the chilling medium, I know of nothing better than clear cold water.'

These views of our correspondent agree with those of one of the most skillful and experienced English steel makers—one who stood in the very first rank in Sheffield, and who is now known here as one of the best judges of steel in our country. He told us, in conversation, that every kind of steel required a different degree of heat in tempering, but the lowest heat possible was the best, and the very finest steels required the lowest.—Scientific American.

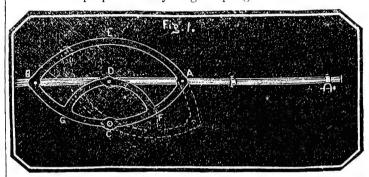
A NEW MODE OF COUPLING LIGHT CARRIAGES.

BY M'CRAIGHT, ENDERS & GOOCH, OF LOUISVILLE, KY.

Mr. Saladee—Dear Sir:—A few days since we received a fifth wheel, which we have been applying to light work for the other circle at A and B. the last year or two, and which we are satisfied will answer the

(if not better) than the ordinary fifth wheel. It might be used advantageously on your "Goose-neck Gazelle," represented on plate 10 of the March issue.

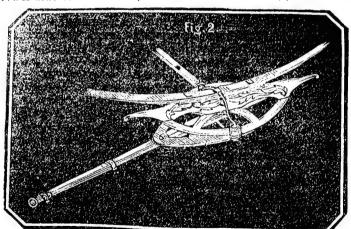
The intention of this improvement is, to cause the wheel to strike the body in turning nearer to the front, as in many light carriages the gearing must be coupled so long as to throw it out of all proportion with the body, in order to bring the wheel to strike in the arch under the seat. This arrangement produces nearly the same effect as that of lengthening the perch some five or six inches, without presenting the ungainly appearance of a disproportionately long coupling.



The proportion of this plate can be varied; but we generally make them 10 by 18 inches, and of the same sized iron usually put into D plates. We find that it requires some little experience to construct these properly, even with first class carriageironers. But to the description.

A B is the line of the axletree. From a point located at C, in front of the axle, (say 5 inches from the centre B,) describe the circle of the small wheel F D G; also, from the same point, with a radius sufficient to leave a space of 18 inches between A and B, describe the large circle A E B. Then draw the circle A C B, so that that the point C may come in the centre of the iron, at which place there is a fullness to prevent the bolt hole from weakening the plate; and to give more steadiness here, the wheels are united by a thimble and socket, the projection on the upper fitting into the lower, or vice versa.

The plates are bolted together at the pivot point, by forming the end of the stay which passes over the spring to the point C, as a bolt with a shoulder for a head, and taking a nut on the lower side of the wheels, as shown in cut No. 2, given below.



The wheel is bolted to the axle at A D and B-(see for letters, cut 1). From the bolt D underneath the axle, a stay supports the centre of motion, C, and the back part is kept to its place by a loop fitted to the perch at E. It is better to have it full on the inside at A and B, otherwise the bolt weakens it a visit from your affable and efficient assistant, Mr. Tousley, and too much. We first make the part A C B, and fit the socket at his suggestion we send you this description of a novel kind of C. The small circle is then welded on at F and G, and lastly,

Louisville, Ky., April 17, 1857.







NEW LEBANON, April 26th, 1857.

Mr. C. W. Salade Sir:—Permit me to say a few words joints, while the lower part has been entirely overlooked, and in regard to the springs of the present day. That a great from the peculiar shape of them, the whole weight of the carmany springs bend and do not meet the expectation of the car-riage is made to rest on the weakest points in the spring, viz: riage-maker and consumer, will not be denied by any one, and the thin points of the eye. We have always made them as acting on the principle that for every evil there is a cure, it becomes us to examine the case and try to ascertain the true cause of the difficulty. My experience tells me, that if springs were made three inches longer and one inch lower in the middle, the difficulty would be entirely overcome, and the consequence would be, that very few springs would become bent, and a great amount of trouble and expense saved to both carriage-makers and consumers. I must confess, that I am too dull of apprehension to see what benefit there is in setting springs so high as to make the vehicle more inconvenient, and the motion of the springs more abrupt and sudden, besides the great danger of bending them in case of a sudden jolt. I would, in all cases, the propriety of making the botom part of the joint to corresprefer a spring that may be loaded down without injuring it, for if we load them a little more than half way down, and the wheels drop suddenly into a gutter in the road, the springs will almost invariably jolt down, and then if they have been set too high, the consequence is, they become bent or nicked. If my ideas are incorrect, I hope to be corrected. Will some one give their opinion in the Magazine, and satisfy

ONE OF THE CRAFT.

PHILADELPHIA, April 30th, 1857.

EDITORS AMERICAN COACH-MAKERS' MAGAZINE-

Gentlemen: — Having read in your valuable work, the "American Coach-Makers' Magazine," (April number) your reply to "Cinderhead," on the subject of Springs, in which you invite carriage ironers to give their views in relation to their profession, I have taken the liberty of offering mine in relation te the particular branch of the "Ironing Department," treated of by you in the above mentioned article.

I having served a regular apprenticeship to the coach-smithing or carriage-ironing business, suppose that I may consider myself one of the craft, although I have not Ironed a carriage for more than twenty years, but have been engaged during that time, in the spring business, and for the last fifteen years in one

establishment in this city.

In regard to the shape of the "Express" or "French End," or bow-shaped springs, as represented by cuts, accompanying the article referred to, I fully agree with you, and have never failed to condemn them, on all proper occasions; also, in regard to the last, or what is termed the double sweep, and my employers have coincided with me in that particular. But the manufacturer is obliged to make whatever the trade demands, or lose their business.

The spring called the "model," when compared with the others, is far the best, yet I think it partakes too much of the character of an arch, or segments of a circle, and is the commencement of the principle, which, when carried to the extreme, as in the case of the Express or French End Springs, renders them worthless. My own idea of a perfect model, is to give the greatest curve through the middle of the spring, and gradually decreasing towards the ends, so as to run out, and become straight at the ear. I believe this shape will give the greatest elasticity to the spring, and the easiest motion to the

You claim for the "French Ear," that "it is one of the improvements of the age," that "it is stronger, more graceful, and more modern." In regard to the strength of the ear itself, or of its being more modern, I agree with you, or that the change of style may be advantageous, so far as to please the fancy of such as desire change for the sake of change only.

But a change is not always an improvement, and additional strength, when not necessary, may be considered a superfluity.

I suppose the French Ear was adopted for the purpose of introducing the "French End" and "Express" shaped springs, which cannot be made as well with the round ear, but in so will appear in our next issue.

doing, there has been strength given to the upper parts of the

heavy and strong at that point as we well could, but so far as I have seen, it is entirely overlooked by other makers.

So far, the change is not an improvement.

In your model, or my own, which differs but little from it. the French Ear is not necessary, on account of the shape, and in all my experience I have never seen a properly made round car joint, broke at, or very near the ear, therefore the additional strength is superfluous.

What is said in regard to its being more "graceful" is well enough, as that is a matter of taste only; but I would suggest

pond with the other, thus,

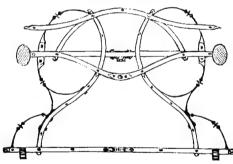


which would equalize strength of the parts, and might with more justice be said to give improvement

hange. Yours, &c., CHAS. B. GILBER Foreman for W. & H. ROWLAND, Philadelphia. CHAS. B. GILBERT. as well as change.

For the Ironing Department.

A PLATFORM SPRING ARRANGEMENT FOR THE "PARK PHÆTON" IN PLATE 19.



MR. EDITOR:-This platform arrangement which can be applied to the "Irving Park Phæton, is constructed as shown in the drawing, with two half wheels, (or nearly half) with the top bar

or bolster, worked or bent in the form shown to carry the turning point forward, and is secured by an iron passing from one fuchel to the other, through which the king bolt passes, with nut on the under side, the bar resting on the springs being made straight, and the two coming on a line at the point where the fifth wheel is attached. It is the most simple and easily constructed and lightest arrangement for light work in use. I do not claim it, but believe it is original with that Napoleon of Coach-Makers, 'Ered Wood,' of Bridgeport, Connecticut. Truly yours, RĂŃSOM H BROWN.

WANTS.

Hunt, of Urbana, O., wants a first-rate Painter.

Miller & Hineman, Macon, Tennessee, want a Painter and Ironer. E. E. Hutchison, (trimmer) New Castle, Pa., wants a steady sit in a

small town.

nan town. G. R. Cuningham, (ironer) Republic, O., wants a job. I. Cochran, (wheel-maker) Massillon, Stark Co., O., wants a sit in the

IF By a mistake in the arrangement, our Printer did not change the volume mark in this number. The next will be marked Vol. 4, No. 2.

"Chemistry of Colors," and several other important articles intended for the Painting Department, were crowded out of this number. They

100 Jeor

HE

COACH-MAKERS' MONTHLY DIRECTORY.

TERMS OF ADVERTISING IN THE DIRECTORY:

Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

All advertisements for a shorter time than twelve months, are charged 50 cents per line for each insertion; Payable in advance.

EDMUND TOWNSEND,

Urieville, Kent Co., Md.

MANUFACTURER OF EVERY VARIETY OF

BENT CARRIAGE TIMBER.

(IONSISTING OF RIBS, POLES, SHAFTS, &C. ALSO, J Turned Spoke of all sizes, all of which are made of the best materials.

TERMS—Four months on approved paper, 5 per cent. off for Cash. IF All orders from a distance promptly attended to. June-1857

SPROUT'S COMBINED CARRIAGE SPRINGS

WARRANTED THE BEST SPRING NOW IN USE, AND TO GIVE ENTIRE SATISFACTION, IF PUT UP ACCORD

Sulky Springs.						-									٠					510	on!
Surky Durings.	٠.:	• •	•	•	•		•	•	• •	•	•	•	۰	٠	۰	• •		•	• :	Pro	00
Open Buggy Sp),,11	ıg	S.				•							٠.			•		٠.	15	()()
Top "	"																		٠.	16	00
Top "Slide Seat	"																		٠.	17	00
Four Passenger							٠													19	00
Six "																				22	00

CONTINENTAL WHIP SOCKET

OWES ITS POPULARITY TO THE FACT OF ITS LOOKING BETTER,

WEARING LONGER,

AND COSTING LESS

THAN ANY OTHER SOCKET IN THE WORLD.

For sale by

Coach and Saddlery Hardware Dealers Every where. [Feb. 1857.

P. HAYDEN.

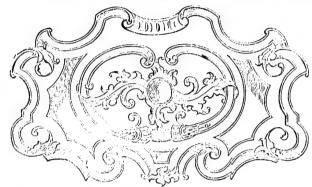
MANUFACTURER O

SADDLERY & COACH HARDWARE, Msuntings, &c.

COACH LACE, AXLES.

Wrought Iron & Wire, all Sizes,

JAMES CAMPRELI



COACH CARVED AND TURNED ORNAMENTS.

No. 3, Mechanics' Block, New Haven, Conn.

Slide Seat " 17 00
Four Passenger 19 00
Six " 22 00
All orders must be addressed to T. E. SPROUT, Hughesville, Lycoming Co., Pa., and accompanied with the Cash, to receive prompt attention.

Feb. 1857.

THE

17 00
Four Passenger 19 00
Six " 22 00
All orders must be addressed to T. E. SPROUT, Hughesville, Lycoming Co., Pa., and accompanied with the Cash, to receive prompt attention.

Feb. 1857.

THE

17 00
Fig. Parties tyles of work done at this Establishment are modern, and the designs original. In sending orders, parties will be consument are to go. Patterns will be necessary for Pump Handles, or Brakes, Crane Necks, inside of Moulding, Back Lights, Back Quarto Lights. Parties visiting the City will find it to their advantage to call and examine our stock of Carvings, which we keep constantly on hand. Parties will also have the advantage of examining our Book of Coach Ornaments, in which will be found every variety. Ornaments made to any design or to fit any place. Circulars with lists of prices forwarded if required. Terms—Cash.

Feb., 1857.

JAMES H. CAMPBELL & CO., No. 3, Mechanics' Block.

W. M'DANIEL.

GEO. E. FORT.

M'DANIEL & FORT.

IMPORTERS AND MANUFACTURERS OF

SADDLERY HARDWARE, AND

EOACII No. 101 North Third Street,

(Between Arch and Race, lower side,

PHILADELPHIA.

KEEP CONSTANTLY ON HAND A FULL ASsortment of Coach Laces, Fringes, Cloths, Rattinetts, Damasks, Springs, Axles, Felloes, Spokes, Hubs, Curtain Cloth of all kinds, Curled Hair, Moss, Enameled and Patent Leather, Fly Netts, Harness Murch-1857. March-1857

EDITORIAL AGENCY.

MALLEABLE IRON CASTINGS,
Wrought Iron & Wire, all Sizes,

SADDLE TREES & HAMES.
Warehouse, No. 2, Buckeye Block,
COLUMBUS, OHIO,
A Trimmings constantly on hand. Also, Nails, Stoel, Eliptic dress E. M. Stratton, 106 Elizabeth Street, New York.

Springs, &c.

EDITORIAL AGENTO.

The Assistants Entron of this Magazino, qualified by long experience in New York on his own account, and a very extensive acquaintames with Dealers, offers his profussional series for the execution, of any commission entrusted to him for the purchasing of Carringos or articles used in the manufort to only to enclose the Cash to our address, or give satisfactory to, and thereby save to themselves the time and expense of a trimmings constantly on hand. Also, Nails, Stoel, Eliptic dress E. M. Stratton, 106 Elizabeth Street, New York.

Feb-1857

n. FRENCH.

FRENCH & SYMMES' Philadelphia Axle Works,

Broad St., above Willow, East Side.
AXLES OF ALL KINDS FOR

Coaches, Light Carriages, &c., &c.,

Manufactured of the best Material and Workmanship. Orders solicited and promptly attended to. The Trade supplied on liberal Terms.

June-1857

JAMES II. DUSENBURY,

DEALER IN EVERY DESCRIPTION OF

COACH & CARRIAGE HARDWARE & TRIMMINGS.

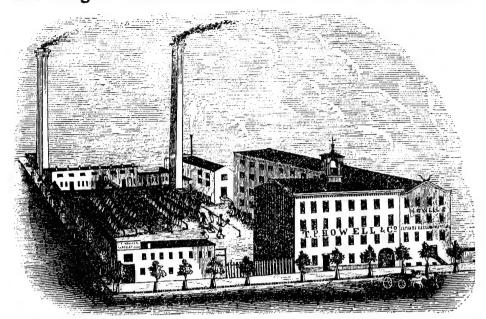
No. 161 Bowery, (near Broome St.) New York.

No. 161 Bowery, (near Broome St.) New York.

CARRIAGE & WAGON MANUFACTURIERS WILL
find at this house, all the materials they may require in
their line of business, at the lowest prices and on accommodating terms, such as Axies, Springs, Bolts, Hubs, Spokes,
Folloes, Shafts, Bows, &c. Also, all kinds of Patent Leathors, Cloths, Damasks, Silts, Carpets, Threads, Tacks, Curled
Hair, Moss, Varnishes, Jupan, &c. These Goods are selected
with care, and with the express end in view of giving satisfaction to the Public. Silver and Brass Plating done.

If P Orders through the mail, when accompanied with the
Cash, or satisfactory references, will receive inmediate attention.

The Largest Establishment of the kind in the World.



HOWELL &

MANUFACTURERS OF

ENAMELED C. PATENT

OF EVERY DESCRIPTION.

Block Bounded by New and Wilsey Streets and Morris Canal. WARE ROOM, 218 MARKET ST. NEWARK, N. J.

P. S. The attention of Dealers is respectfully invited to this Establishment.

[March, 1857.

J. B. BROMLEY.

C. F. DIBBLE.

B S. PARDEE.

AT IVES STATION, HAMDEN, CONNECTICUT,

(Post Office Address, Mount Carmel, Connecticut,)

MANUFACTURERS OF ALL KINDS OF

CARRIAGE, COACH, AND SADDLERY HARDWARE,

BRASS, ELECTRO, CLOSE PLATED, AND JAPANNED.

DEALERS are respectfully invited to call and examine our large and varied assortment of patterns, for nearly every description of Carriage and Harress Manual Property and Pro nearly every description of Carriage and Harness Mountings, to which we are continually making novel and desirable additions. Among our new goods, we would invite especial attention to our improved styles of Screw Cap and Bridgeport Bands. Also, to our Octagon Front Screw Cap Band, which, while it designedly serves the purpose of a step, is also the most showy and beautiful Coach Band ever invented.

These Bands are not made by any other Establishment.

Orders to any amount filled at short notice, and particular attention given to Packing and Shipping.

Terms and Price Lists sent by mail to Dealers only. All Communications addressed to us as above, will

[March, 1857. receive instant attention.



Also, Door Plates, Number Plates for Church Pews, Hote Pews, Hotel Doors, State Rooms, Berths, &c., and a general assortment of Fine Plated Carriago and Harness Trimmings, Rosettos, Ornaments, &c.

N. B. None but first quality of articles made. [Feb-1857]

MUNSON, MORSE & CO., NEW HAVEN, CONN.,

Japanned Saddlery Hardware,

MALLEABLE COACH HINGES, CLAMPS, LATHE DOGS, &c., &c. ALSO, MERRICK'S PATENT IM-PROVED SCREW WRENCH.

PROVED SCREW WRENCH.

A GENERAL ASSORTMENT OF MALLEABLE CARriage Castings, kept constantly on hand, from which we are prepared to fill orders promptly. Orders from both Eastern and Western Deaders and Manufacturers solicited. Any person wishing to gain information relative to our Stocks, Prices, &c., will receive a schedule, upon application as above directed, to MUNSON, MORSE & CO., Now Haven, Conn. Feb-1857

CHAPMAN'S Elastic Anti-Rattling

WM. S. CHAPMAN,
Oct. 1-1856] Patentee and Proprietor, Cincinnati, Ohio.

THE TOMLINSON SPRING & AXLE COMPANY,

Cannon St., Bridzeport, Conn.,

MANUFACTURE COACH AND CARRIAGE TEMPdened Springs, Mail, Ilaif Patent and Taper Case-Hardened Axles. We are the only authorized manufacturers of
E. M. Stratton's Improved Mail Patent Axles. Orders promptly filled on reasonable terms.

RUSSELL TOMLINSON, Pres't,

WM. G. LINEBURG, See'y, S. B. FERGUSON, Jr., Tross.

Jan-1957

WM. G. LINEBURG, Sec'y, Jan-1857

FRED. ERNST & CO.,

PAINTS, COLORS, BRUSHES & VARNISHES

Particular attention paid to

LAKES, & ARTISTS' ARTICLES IN GENERAL. No. 65 Fulton Street, Second Story,

Dec-1856] NEW YORK.

WHEELER BEERS. CALEB B. TICKENER. EDWARD STERLING.

SPRING PERCH COMPANY, JOHN STREET, BRIDGEPORT, CONN.,

MANUFACTURERS OF

COACH & CARRIAGE TEMPERED SPRINGS.

Patent & Half Patent Axles.

TOMLINSON'S PATENT SPRING PERCHES. BANDS, CALASII TRIMMINGS,

Curtain Rollers. &c.

WE RESPECTFULLY SOLIGIT THE PATRONAGE OF those who are making the first class carriages. We believe we have deservedly acquired the reputation of manufacturing the best articles in our line, in the country. Our Springs are made from the best ENGLISH SPRING STEEL, (which is made expressly for us from Swedee's Iron,) and are all thoroughly tested before they leave the Factory. Our Axles are of the best Salisbury Iron, and our Garriage Trimmings are made in the latest and most approved stylos.

SPRING PERGH GOMPANY.

Jan-1857 E. STERLING, See'y.

C. D. INGHAM,

MANUFACTURER OF

& LIGHT CUACH

Chittenango, Madison Co., N. Y. GENERAL ASSORTMENT ALWAYS ON HAND, turned from the very best and selected timber. Orders Mail supplied to Manufacturers and Dealers, reasonable, best paties.

N-P Reference in New York City, to the Assistant Editor of this Magazine. [Nov-1856]

STEPHANAS STEARNS,

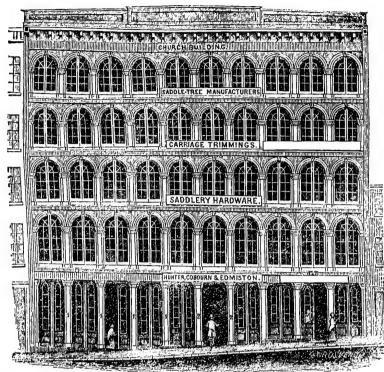
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COACH & LIGHT WAGON HUBS,

North Granville, Washington Co., N. Y.

Lyery Variety of Best Carriage Hubs on Van ears experience and a section of country productive of the very best quality of timber, enables me to hope to give the fullest satisfaction. References: Eaton, Gilbert & Co., and Wm. Lown, Troy, N. Y.; or G. F. Kimball, New Haven, Conn.

The Coach-Makers' Great Western Depot. GIG SADDLES & TREES.



HUNTER, EDMESTON & CO., IMPORTERS AND MANUFACTURERS OF

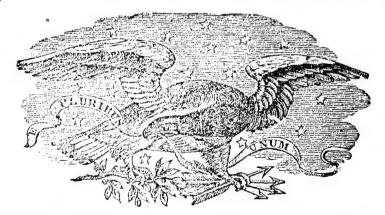
SADDLERY HARDWARE, CARRIAGE TRIMMINGS, SADDLE TREES, LEATHER, SPRINGS, AXLES, &c.,

No. 2, Church Building,

Walnut Street, between 8d & 4th,

OUR arrangements are to have daily receipts of new and fashionable goods in every department of our business at very low prices. If Particular attention given to Orders. Dec., 1856.

The Great Western



MANUFACTÓRY.

ROYER, SIMONTON & CO., MANUFACTURE AND KEEP ALWAYS ON HAND A SUPPLY OF

Factory No. 375, South side of Third Street, below Smith Street, CINCINNATI, OHIO.

Mr. Simonton being a practical Carriage-Maker, our customers may depend upon having their orders led correctly.

Jan., 1857.

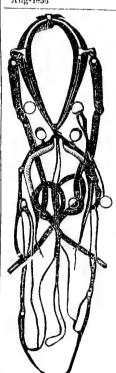


THE SUBSCRIBER RESPECTFULLY CALLS THE ATtention of Saddlers and Dealers to his new and valuable Improvement in Gig Saddlo Trees, which, for beauty and strength are not surpassed by any in the market. By the use of these Trees the subscriber is enabled to furnish a first class Gig Saddle at less cost than heretofore. Also, by a proper division of labor in the manufacture of Gig Saddles only, he is prepared to fill all orders in a superior style.

To be had at the Wholesale Saddlery Hardware Morchants in all the cities of the Union, or wholesale of the subscriber, No. 253 Pearl Street, New York.



Aug-1856



The COACH-MAKERS'

CINCINNATI, O.

WE WOULD CALL the attention of Western and Southern Coach-Makers and Dealers, to our very extensive assort-ment of

CARRIAGE HARNESS.

consisting of every grade and style, and which we offer to the trade on the most favorable terms.

Orders respectfully

solicited and promptly attended to.
J. C. SHACKLEFORD & CO.

JOHN TENNIS.

D. A. DANGLER.

John Tennis & Co., EXCLUSIVE WHOLESALE DEALERS IN

FOREIGN & DOMESTIC

CARRIAGE & HARNESS TRIMMINGS, Cleveland, Ohio.



COACH LACE CO.,



John St., near Spring Perch Factory, BRIDGEPORT, CONN.

MANUFACTURERS OF

Coach lace and fringe. ROPE & TASSELS, SPEAKING TUBES. ECOTMEN'S HOLDERS.

FROGS, CUT AND CORD TUFTS. W. BOSTON, Manager.

Feb-1857.

Carriage Hardware and Trimmings. F. S. DRISCOLL & CO.,

Have taken the White Marble Store,

NO. 94 BOWERY,

BETWEEN GRAND AND HESTER STS.,

WEW YORKS
Where they have constantly on hand a general assortment of

Wagon Materials,

CONSISTING IN PART OF

Consisting in Part of Carriage Springs, Axles, Hubs, Spokes, Rims, Top Bows, Shafts, Patent and Enameled Leather, Dash and Flap Leather, Enameled Cloth, Carriage Cloth, Oil Cloth, Coach Lace, Coach Lamps, Varnish, Philadelphia Carriage Bolts, Malable Iron, &c., &c., &c.

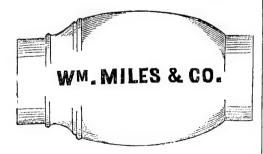
F. S. DRISCOLL & CO.,

W OULD respectfully call the attention of Carriage-Makers and Wheelwrights to their well assorted Stock of Carriage Goods, which they are prepared to sell at Low Figures. Having had thirteen years experience in the business, and being well acquainted with the wants of the trade, they flatter themselves that they will be able to give satisfaction to their customers. Please favor us with a call before purchasing elsewhere.

F. S. DRISCOLL & CO. March-1857.

WILLIAM MILES.

WILLIAM JAMES.



NEWARK

THE MOST EXTENSIVE ESTABLISHMENT OF
I the kind in the United States. Always on hand from
30,000 to 40,000 sotts of Exm, Gom and Oak Hubs, of all sizes,
from 2½ to 20 inches in diameter, and proportionate longths,
and suitable for every description of work. Our large stock
enables us to fill orders of any extent with the greatest possible dispatch.
Feb-1857

Rear 376 Broad St., Newark, N. J.

GREAT IMPROVEMENT

IN WHEEL TIRES. PATENTED JULY 1st, 1856, BY

WM. A. ASHE, ASSIGNED TO JOHN C. HAM,

MANUFACTURER OF

Carriages, 358 Broadway, N. Y.

J. C. HAM solicits the attention of Manuactures, as well as gentlemen owning Carriages, Buggies, &c., to this important improvement, which was thoroughly tested before being patented and offered to the C. HAM solicits the attention of Manufacturers,

The superiority of this tire over that in common use will be manifest to the most casual observer, while the manufacturer and amateur cannot fail to appreci-

the manufacturer and amateur cannot fail to appreciate its true merits—the first of which is, that it requires no bolts to fasten the tire to the felloe, leaving that in its full strength, besides being a saving of the bolts and the time for boring and fitting.

Secondly, the tire having internally a raised bead in the centre, fitting into a groove on the periphery or external surface of the felloe, acts as a key at the sections of the felloe, preventing their wearing or bending. Thirdly in resetting one of these tires, there being no bolt holes, and none to be made, the wheels or felloes will not, as with the old tire, be weakened with a multiplicity of holes, but as solid as it ever was.

Mr. Ham is ready to make arrangements with Coach

Mr. Ham is ready to make arrangements with Coach Manufacturers for the sale of Town, County and State

ASHE'S PATENT TIRE.

John C. Ham is now ready to furnish the iron for the above patent, which comes as low as any good tire iron that is used. He is also prepared to build any kind of Carriage with the above improved wheel tire. The Wheel and Tire will be found at his place of business, where he invites the public to call and examine it.

CAUTION.

All persons are cautioned against infringing the above mentioned Patent.

Parties purchasing a Right will be furnished in large or small quantities with the Tire Iron stamped "Asne's Patent, July 1st, 1856, J. C. Ham, Propriettor," at the rate of one hundred dollars per ton.

Notice to Carriage-Makers.

TAYDEN FISHER & CO., OF CLEVELAND, Ohio, are now manufacturing and are prepared to furnish to order J. B. Hayden's

IMPROVED PATENT WHEEL.

The advantages of this Wheel over the common wood hub are apparent to every good mechanic, and need only to be examined to meet their approval. The principle is correct, and as we shall take every precaution to have nothing but good and thoroughly rest assured of getting a good article. We furnish them with arms in, and with or without tire as may be required. Factory Michigan street. March-1857

New Saddlery Hardware and Carriage Trimming House.

M'WHINEY, HARE & CO., IMPORTERS AND WHOLESALE AND RETAIL DEALERS IN

FOREIGN & DOMESTIC SADDLERY HARDWARE

AND

Carriage Trimmings, No. 135 Wood Street, Pittsburgh, Pa.,

No. 135 Wood Street, Pittsburgh, Pa.,

WHERE WILL BE FOUND A COMPLETE ASsortment of all Goods used by Conch-Makers and Harness
Makers and Saddlers, which have been purchased direct from
the manufacturers, and selected with greateure as to quality,
which we will sell to cash and prompt time buyers below the
usual market rates. Our arrangements with the manufacturers amble us to have constantly on hand the newest and
most fashionable Goods in every department of our business,
at very low prices.

Particular attention given to orders.

[Feb-1857]

JAMES PIERSON & CO.,

Coach Varnishes,

Railroad Avenue, Cor. Chestnut Street, NEWARK, N. J.

To compete in qualities and prices with Nobles & Hoares English Varnishes.

PRICES AS FOLLOWS:

THEO. BOND.

CHAS. C. PRICE.

PRICE, BOND & CO.,

Copal Varnish

MANUFACTURERS,

MANUFACTURERS,
275 Railroad Avenue, Newark, N. J.
OUR SENIOR PARTNER, MR. PRICE, HAS BEEN
of the well known House of Bigelow & Price, from its
commencement, up to July 1st, 1856, and our Mr. Bond from
the House of D. Price, Fitzgerald & Go.
We therefore flatter ourselves, that from a long experience
in this particular branch of business, we shall be enabled to
give entire satisfaction to purchasers, Wewould respectfully
call attention to the following list of the most prominent
kinds, but more particularly to our Goach Varnishes, to which
we challenge competition from any and every quarter, viz:
Elastic, or imitation English Coach-body Varnish, for Railroad Gars, Omnibusses and Goaches;
Wearing Goach-Body,
Hard drying Goach-Body,
Coach-Body,
No. 1 Coach or Carriage,
"2"
White Gonal.

White Gopal,

Damar,
Black and Brown Japans,
Together with all the varieties of Furniture Varnishes.
Newark, Feb 1, 1857.

BENRY OLNBAUSEN. Silver, Brass, and Princes Metal 。想想里在这里。

No. 1 Exchange Block, Broad Street,

No. 1 Exchange Block, Broad Street,

COLUMBUS, OHIO,

WOULD respectfully inform the Public that he is prepared to do all kind of Plating in his line, finished in the best style, and is confident that his work will meet general satisfaction.

Special attention will be devoted to Coach work. Coach irons from any part of the United States conveyed by express or otherwise, to me, will be promptly plated and returned at a short time. Terms for Goach plating, 6 ets. per inch.

HENRY OLNHAUSEN.

HENRY (
REFERENCE:
Blake, Williams & Go., Columbus, Ohio,
E. & H. F. Booth,
Wm. Bauder, Gircleville,
R. Wissler, Ghillicothe,
John Wilhelm, Wooster.

T. SIIITII & GO.,

NEW YORK

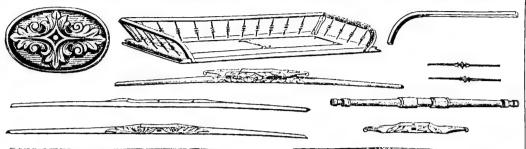
COACH and Carriage-Makers will find it to their advantage to purchase their Harness at this House. Every variety of

LIGHT BUGGY, CARRIAGE & COACH

HARNESS always on hand, which will be sold on the most

reasonable terms. Orders by Mail promptly attended to. April 1st, 1857.

Great Eastern Depot of Great Western Bolt Works, CARRIAGE TRIMMINGS & SADDLERY HARDWARE.



COWLES No. 29, Orange Street, New Haven, Conn.,

Manufacture and keep constantly on hand, a large variety of every description of

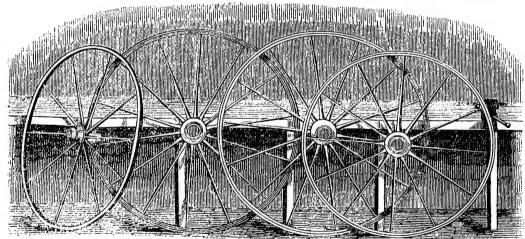
The attention of Purchasers is especially directed to this House.

OUR CATALOGUE OF CARRIAGE GOODS:

Self-adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Bands, Silver do., Brass Sand Bands, Silver do., Stump Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Hinges, Silver do., Iron do., Solid Brass Handles, Electro Plated do., Sil. close do., Turned Iron Collars, do. Plated, Door Locks, Blind Catches, Brass Inside Handles, Silver do., Lining Nails, Silver, do. Brass, do. Japanned, Solid-head Nails, Silver, do. Brass, do. Japanned, Ivory Nails, No. 1, do. No. 2, do. No. 3, Brass Terretts, Silver do., Brass Pad Hooks, Silver do., Brass Swivels, Silver do., Ivory Inside Handles Ivory Pull-to Handles, Ivory Slides, do. Knobs, No. 1, do. No. 2, do. No. 3, do. No. 4, Ivory Leather, Rubber Cloth, Oil Carpet, Coach Lace, Tufts, Tassals, Tuffing Twine, Seaming Cord, COACH LAMPS, Carriage Springs, do. Axles, do. Hubs, do. Spokes, Coach Door Slide Bolts, Coach and Buggy Whiffletrees, Bolts, Malleable Iron, Lead Mouldings, Spring Rollers, Curled Hair, Moss, Buttons of all colors, Mal. Hand Screws, 4 sizes, Knobs, Silver Chased Ornaments, Silk Fringes, Worsted Fringes, Card Plates, with names neatly engraved, all styles. If Orders promptly attended to.

Buggy Seats and Carriage Bows, Carriage Parts Plain, do. Carved, all styles, Seat Sticks, do. Rails, Spokes, Bent Felloes, Hubs, mortised and unmortised, together with other parts belonging to a Carriage Gearing.

P. S. We would especially call the attention of purchasers to our quality of Eastern Timber, none but the best being used in the manufacture of our wood-works. [Feb., 1857.] C. C. & CO.



148, 159 & 152 York Street, Head of Grove, New Haven, Conn.,

MANUFACTURERS OF CARRIAGE WHEELS & WHEEL STUFFS OF EVERY DESCRIPTION.

SPOKES, Finished and Unfinished, HUBS, Mortised and Unmortised, BENT RIMS,

SAWED FELLIES, SPRING BARS, Plain and Carved,

WHIFFLETREES, RUNNING PARTS, SEAT STICKS, HANDLES, &C., Always on hand made to Order, of the best Eastern Timber.

HENRY IRVES, President.

[Feb. 1857]

HENRY G. LEWIS, Secretary.

Corner of Western Row and Betts sts., Cincinnati, Ohio.

S. T. J. COLEMAN,

MANUFACTURER OF

COACH AND CARRIAGE BOLTS.

Turned Collars, Machine Bolts, Six Sided Nuts, Pump Bolts, Bridge Bolts, Water Tank Bolts, Joint Bolts, Steamboat Stirrups, Gauge Cock Stems, &c., &c., &c.,

All from the Pure Sweed Iron, and every one guaran-[jan 1857.

HASTIE, CALHOUN & CO.

No. 39 Hayne St., CHARLESTON, S. C.

Successors to Hare, Calhoun & Co., and Harral, Hare & Co. Importers and Wholesale Dealers in

Saddlers' and Coach-Makers'

HARDWARE AND TRIMMINGS,

Leather & Shoe Findings Also, Manufacturers and Wholesale Dealers in

SADDLES, BRIDLES, HARNESS,

etc., etc.

Terms—To punctual customers six months, or 5 per cent. off for cash. [June 1856. [June 1856.

J. Y. M'LAUGHLIN & CO.,

TANNERS, AND MANUFACTURERS OF

Japanned Grain Skirting, DASH, COLLAR, RAILING, ENAMELED HIDES,

And every description of

COLORED LEATHER,

Pittsburgh, Pa.

N. B. PARTIES VISITING THE CITY by taking a Lawrenceville Omnibus at the corner of Fifth and Marketstreets. Our leather can be seen and orders left with R. M. Leech, Jr., 127 Wood street.
[Feb. 1857.

F. WOOD.



B. K. MILLS & CO.,

MANUFACTURERS OF

COACH LACE, TASSELS, SPEAKING

TUBES, &c.

Bridgeport, Conn.

Orders solicited from Coach-Makers throughout the United States and Canadas. Having the largest Establishment of the kind in New England, we are confident that we can render universal satisfaction to all who may favor us with their [Jan-1857.

John A. Gardner, Silver Plater,

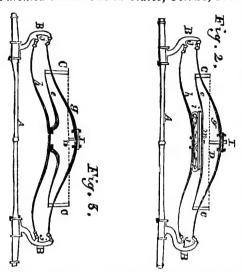
311/2 Bowery, between Hester & Walker Sts., N. Y., MANUFACTURES TO ORDER, AND KEEPS CONMITS and the stantly on hand, all kinds of plated Garriage Hardware and Trimmings. Saddle and Harness Makers will also find a full assortment of Tevrets, Hooks, &c., of the latest styles.

Jero Boshes, Axie-mus, and other jobs left at this shop will be plated expeditiously, neatly, and on very reasonable terms. Please give me a call.

April-1857

FREEMAN'S PATENT BUGGY.

Patented in the United States, Oct. 21, 1856.



THE SUBSCRIBER WOULD RESPECTFULLY CALL the attention of Coach-Makers and the Public generally, to his improvements in Carriages, (patented as above) a full description and illustration of which may be found in the 2nd No. of the 2d Vol. of the Magazine.

These improvements have, within the last few months, been thoroughly tested upon every variety of road, and proved by practical demonstration to be an invention of real standard merit, and where introduced their sale has superceded that or all other buggies. The manufactory at which this carriage was first made and introduced, has, in consequence of the call for these carriages, been doubled in size, and is now found too limited to keep pace with the growing demand. Combining, as they do, unequaled ease of motion, beauty of design, lightness and strength, they cannot but become a universal favorito wherever introduced.

The above engravings show the form and arrangements of the Spring, and the method of hanging the body. For a full description and illustration of the invention, see page 14 and Plate V, Vol. 2, of this Magazine.

The subscriber now offers this invention to the Public, with a feeling of confidence, that the purchasers will feel satisfied with, and reap a profitable harvest from any investments they may make in it. Rights and licences to manufacture and sell this invention, may be obtained upon reasonable and accommodating terms, by addressing the subscriber at Burford, Brant Co., C. W. DANIEL FREEMAN.

Jan-1857

SMITH & VAN HORN,

No. 70 Beckman St., between Pearl & Gold Sts,

NEW YORK,

IMPORTERS OF, AND DEALERS IN

CARRIAGE HARDWARE, TRIMMINGS, &C.

Springs—all qualitios,
Axles—all kinds,
Malloable Castings,
Carriage Bolts—best and common,
Pattent Leather,
Ennancled do.,
Follos,
Garriage Bows,
Bent Selloes,
Garriage Bows,
Bent Shafts,
Garred Garriage Parts,
"Follos,
Garriage Gows,
Bent Shafts,
Garred Garriage Parts,
"Garved Garriage Parts Springs—
Axles—all k..
Malloable Castin..
Carriage Bolts—bes.
mon,
Patent Lenther,
Enameled do.,
Painted Cloth,
Enemeled Muslin do.,
Drills, do.,
Broad Cloth—all colors,
Dunk do.,
Broad Cloth—Silk stripe, do.,
"Plain,
Brocateles and Cotclines,
Curtain Silks,
Silk and Worsted Goach Lace,
"Fringe and
Tassels,
"Cloth Carpet,
Fixtures,
"Cloth Carpet,
Fixtures,
"American do.,
"Brown Japan,
English Black Japan, for Iron
Work,
Saundors' Axles; all descriptions,
Wrought Iron Fifth Wheels,
"d in the manufacture of ear

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As well as all other arricles used in the humanistinges. S. & V. H., from their long experience in the business, think that their stock, which has been selected with great care, and with a view to supply consumers, will, for quality and price, favorably compare with any other in the market, and solicit a trial from Garriage Manufacturers.

English Varnish and Japan put up in 1 Gal. Tin Gans. Price of Garriage Varnish, \$5.—Body do., \$5,75; Japan, \$5,00; Enameled Leather Varnish, \$6 per gallon.

[July-1856]

C. N. LOCKWOOD,

(Late Eagles & Lockwood,)

Coach Lamp Manufacturer AND SILVER PLATER.

16 MECHANIC St.,

NEWARK, N. J.

THE LARGEST ASSORTMENT IN THE UNIted States, embracing over 190 different sizes and patterns of Coach and Buggy Lamps.

Engine and Signal Lamps, Coach and Cantel Mouldings, Curtain Frames, Dashes, Railings, Branch Irons, Handles, Pole Hooks; Tuft Nails, &c., &c., constantly on hand at Wholesale and Retail.

CARRIAGE TRIMMINGS. JOHN P. JUBE.

83 Bowery, New York,

Keeps constantly on hand a large assortment of choice

Saddlery and Coach Hardware,

Together with a well selected Stock of the most approved Manufacturer's

PATENT LEATHER,

Japanned Curtain Cloth, Warranted Steel Springs. Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bows, Coach Varnish and Japan, Curled Hair, Moss, &c. [June, 1856.

KENNY'S PATENT NOISELESS CARRIAGE IRONS

Patented July 29th, and Nov. 25th, 1856.

AGENTS:

Geo. N. Davis & Bro., 152 Congress Street, Boston; Mun-son, Morse & Co., 63 Temple Street, New Haven, Coun.

By the application of Vulcanized Rubber and Malleable Iron to the different parts of a Carriage, the continued rat-ting and constant wear is obviated, and the numerous acci-dents and detentions occasioned by the Whiffletree Bolts and transient Bolts getting out, or breaking off, are prevented.

PRICE LIST-IN SETTS:

	_	-	_	
Νo.	1	Coach Eveners		50
66	\mathfrak{L}	Pedlars' "		10
44	3	Carryall "		80
66	3	" japanned		86
66	1	Coach Whiffletree Eyes, (in front)		65
66	2	Expr's " "		50
66	$\tilde{2}$	" " japanned		58
66	3	Light Express Whifiltree Eyes (in front)		40
66	3	iapan'd		46
66	4	Carryall and Wagon, (in front)		30
66	4	" japanned		35
46	ì	Concord Wagon Bed Plates	-	00
66	2	" " " " " " " " " " " " " " " " " " "	1	90
44	ĩ	Whiffletree Plates on Top		35
66	1	" iapanned		
44	2	" Japanned		40
44	2	ti ti tanamad		30
44	نڌ	Circles, 16 inch diameter	_	35
44	1		2	40
66	2	***************************************	2	30
66		14	2	20
66	1	Rubber Rollers, all fitted		45
	2			45
	ı		2	25
	2	" 2 inches wide		00
		or the same	1	50
No.		Buggy and Carryall Plates		65
66	õ	66 66		60
66	1	Expr's Plates and Circles, 16 inch, 21/2 inches wide	7	50
44	2	" " 14 " 2 inches wide	6	50
6.6	1	Fancy Buggy Circle	-	75
44	ī	Tee Irons, for Shafts		16
66	î	" japanned		18
19	eĥ.	-1857		TO
	VV.	1001		
			_	$\overline{}$

SELDEN & LANDPHERE,

MANUFACTURERS OF

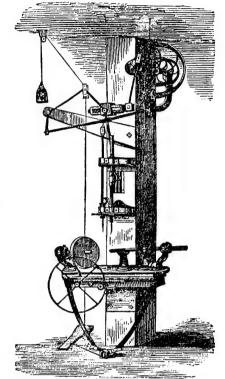
CARRIAGE WHIELS & BOWS, SPOKES HUBS, FELLOES, BENT RIMS, Shafts, &c.

GEORGE SELDEN, JR., } ASA LANDPHERE. Nov-1856

erie, Pa.

LANE & BODLEY,

ARE PREPARED TO FURNISH EVERY ARTICLE OF MACHINERY USED BY CARRIAGE & WAGON MANUFACTURERS.



Daniels' Planers,
Gray & Wood Planers,
Tenoning Machines,
Mortising Machines,
Spoke Machines,
Spoke Machines,
Shafting, Palleys, &c.

Our Power Hub Mortising Machines Are Already widely and favorably known, and and we solicit the patronage of the craft for any Machines they may noed, feeling assured that we can satisfy the most fastidious mechanic. We would refer to—
Messrs. Royer, Simonton & Co., Hub, Spoke and Wheel Mannfacturers, Cincinnati.
Woodburn, Scott & Co., Hub and Spoke manufacturers,
St. Louis.

Woodburn, Scott & Co., Hub and Spoke manufacturers, St. Louis.

Mr. Wm. McLain, Hub Manufacturer, Baltimoro.
And to our machinery wherever it is in operation. For descriptive Circulars and Price List, address
Jan-1857

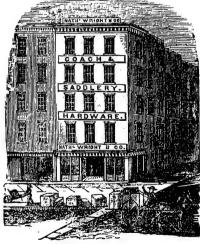
LANE & BODLEY, Cincinnati, Ohio.

NATH'L WRIGHT,

JOHN WOODWARD,

WM. W. HILL.

NATH'L WRIGHT & CO..



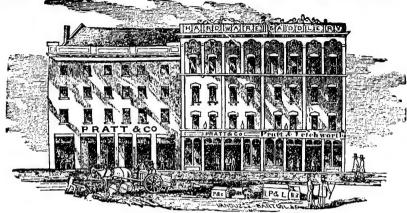
Importers, Manufacturers, & Dealers in Coach & Saddlery Hardware.

324 BROADWAY, COR. HAMILTON ST., ALBANY, N. Y.

SAMUEL F. PRATT.

PASCAL P. PRATT.

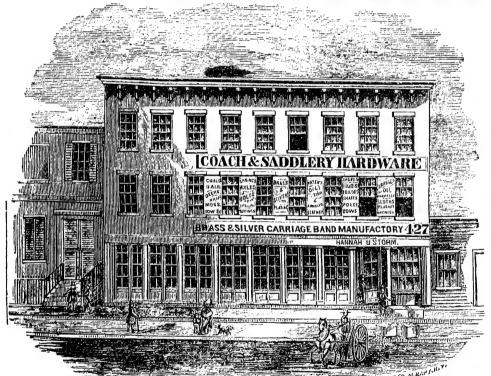
WM. P. LETCHWORTH.



MANUFACTURERS, IMPORTERS, AND DEALERS IN EVERY DESCRIPTION OF

OFFICE AND SALE ROOMS, No. 34 Terrace Street, Opposite the Western Hotel, and adjoining the Hardware Store of Messrs. Pratt & Co., BUFFALO, N. Y. June, 1856.

Oldest and Largest Establishment of the kind in the U.S.



423, 425, and 427, Main Street, Poughkeepsie, New York,

AVING purchased of Mr. Charles Pearl, his entire interest in the above establishment, we would respectfully call the attention of Dealers and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and style of Carriage Hub Band, constantly on hand. We also manufacture extensively from superior timber, well-seasoned Bent Felloes, Shafts, Poles, and Turned Spokes, and Seat Rounds or Spindles of every style.

Terms—Six months for approved paper, or five per cent. off for Cash.

Feb., 1857.

HUB BAHWAH NUMAC

The Largest and Best of the kind in the United States.

EVERY variety of Seasoned, Morticed, and Unmorticed, kept constantly on hand, suitable for Trucks, Heavy Wagons, Omnibusses, Coaches, Rockaways, Buggies, Sulkies, &c. The subscriber spares no pains in procuring the best of timber, and in getting up his work in the most approved style.

Aug., 1856.

JOHN URMSTON, Union St., Rahway, N. J.

SARVEN'S

PATENT ANTI-RATTLING, ANTI-FRICTION

SHAFT

COUPLING,

That will last as long as a Carriage to which it is attached, without costing

a dime for repairs.

BEING ON AN ENTIRELY NEW PRINCI-ple, discarding altogether the old Jack Bolts with their long ends projecting out, which certainly possess neither beauty, durability, or correspond with any other portion of a finely finished vehicle. I will not undertake to describe this Coupling, but simply say, that it is not complicated or expensive, and makes a perfect finish. I employ neither Indiarubber or Springs, and its operation is not affected like most of Spring Couplings by being clogged in winter by ice or frozen mud. If you will imagine a smoothly turned globe or ball, working in equally smooth chambers that can be oiled, excluding dirt and grit, and the chambers so arranged that their pressure upon the globe is regulated by a set screw, no wear coming upon the screw, but entirely upon the globe, you have as good an idea of the coupling as you probably can get, without seeing the coupling itself, which being of different sizes, is adapted to light or heavy work.

Any information in relation to this coupling, may be had by addressing the undersigned.

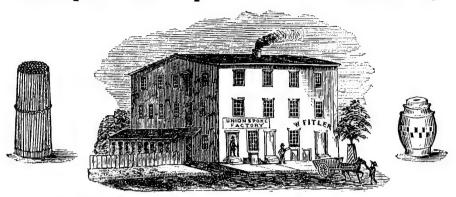
JAMES D. SARVEN,

Inventor and Patentee, Columbia, Tenn. June 20th, 1856.

P. S. -It will be admitted that the globe will not break, and no wear coming upon any other part of the coupling, it is believed to be made on the best known mechanical principle, to prevent wear and friction; but the idea of oiling a Shaft Coupling excluding dirt and grit may not appear to possess much merit. Let me ask why we oil an axle, or try to exclude dirt or grit, and how long an axle would last if left exposed and without oil, as is common in Shaft Couplings. In both cases, there being continual motion and rubbing of metal together when a carriage is in use, and as the same law of wear and friction is applicable in both cases, is it not plain that the same remedy must be applied in one case as in the other? Having had an experience of nearly twenty-five years in the coach business, both East and West, and having noticed somewhat the march of improvement during that time, I have no hesitation in offering this as an improvement to overcome the difficulties so long and so often experienced by the carriage-making and carriage-using community, and invite a careful, critical, and impartial examination before sentence is pronounced.

J. D. S.

Philadelphia Union Spoke and Hub Manufactory.



SPOKES

Of every variety kept constantly on hand. Our stock of finished work is very extensive, so that we are at all times prepared to fill Orders at short notice.

Stock selected with the greatest care, and from the best that the country affords. Any quantity of the very choicest white hickory and second-growth Timber will be found our mammoth establishment.

ELDREGE & FITLER, Philadelphia. at our mammoth establishment.

June-1857

The Greatest Improvement of the Age!

McELROY'S Patent Elliptic C Spring and Coupling.

The Best and Cheapest method of constructing pleasure Vehicles ever discovered.

INPORTANT TO

Carriage Ironers and others in the

Iron Business.

HIRAM ABBOTT'S

UPSETTING MACHINE.

UPSETTING MACHINE,

The Best and Cheapest method of constructing pleasure Vehicles ever discovered.

The of the construction o

REMOVAL

NO. 49 NORTH THIRD STREET, To No. 318 Market Street, between Third and Fourth,

Philadelphia.

Having removed from our old location as above, we would respectfully invite your attention to our large and well assorted Stock of

SADDLERY HARDWARE,

Harness Mountings and Carriage Trimmings,

Comprising every variety of Goods used by Saddlers, Harness and Coach-Makers, and of various qualities, which we offer at low prices for Cash or approved paper. We would especially call attention to the very superior qualities of Harness Mountings, manufactured by Mr. Welch, exclusively fourselves, as being the best made in this country or Europe. Should we be favored with your orders, they will receive our prompt attention. A mong our stock will be found the articles enumerated below.

Copper & Peterson.

prompt attention. A mong our stock will be found the articles enumerated below.

Respectfully yours,
GOFF & PETERSON.

Stirrups, Bridle Bits, Spurs, Roller-Harness and Bridle Buckles; Wood, Ivory, Gutta Percha and Metal Martingale Rings; English Bridle Fillings; Shoe Thread, Saddlers' Silk and Thread; Saddle Nails, Halter and Trace Chains; Saddle Trees, Carb Chains, Tacks; Wagon, Buggy and Riding Whips; Horse Brushes, Curry Combs and Cards; Terrets and Hooks, Swivels, Pad Screws; Iron and Wooden Hames, Snaps; Breeching, Trace, Pad and Crupper Loops; Trace Hooks and Bolts, Cockeys; Halter, Breeching and Hari-ess Rings; Brass, Silver, Worsted and Whalebone Rosettes; Ornaments, Pad and Gig Trees; Saddler's Toots, Loop Dies and Presses; Pavey's Harness Composition; Pad and Gig Saddle Housings, and Bridle Fronts; Fair Caff and Hog Skins and Skivers; Morocco and Lining Skins; Goat, Buck' and Chamois skins; Welling and Shad Skins; Pad Skins; French Calf Skins; Patent Skirting, Flap and Dash Leather; Enameled Collar and Ruiling Leather; Enamel Muslin Black and Colored; Enamel Drilling and Duck; Horse Blankets and Keroys; Traveling or Tap Rugs; Plaid Linen for Summor Covers; Princess and Collar Checks; Saddle Cloth and Serges; Worsted and Cotton Bindings; Girth, Roller and Roin Webs; Straining, Diaper and Boot Webs; Gotton, Worsted, Linen and Leather Fly Nets; Gloths, Damasks and Ratinets; Gotalines and Curtain Silks; Conch Laces, Pringes and Tassels; Tuffs, Buttons and Lining Nails; Lamps, Gurtain Frames, Knobs; Hub-Bands, Dashers, Handles; Apron Hooks and Rings, Whip Sockets; Garriago Bolts, Springs, Axles; Axle Glips and Shackles, Shaft Tips; Stump Joints, Top Props, Hinges; Pole Vokes and Grabs; Turned Sent Sticks, Hubs, Spokes; Felloes, Bows, Shafts, Poles; Moss, Deers Hair, Curled Hair; Velvet and Tapestry Carpets; Floor Oil Gloths, Buckrams; Furniture Oil Cloth. June 1st, 1857.

OLDEST BENDING ESTABLISHMENT In the United States.

CRANE & KILBURN. (Successors to Bruford & Crane



MANUFACTURERS OF

CARRIAGE BOWS, BENT FELLOES & SHAFTS No. 56 Mechanic Street,

S. O. CRANE, S. D. Newark, N. J.

D'II B. KILBURN. S. OF OUR FIRM BEING PRACtical Coach-Makers, Manufacturers and Dealers can rely
upon having their orders filled promptly as per directions.

June-1857

M. BLANCHARD.

BLANCHARD & BROWN,

MANUFACTURERS OF

CARRIAGE WHEELS, HUBS & SPOKES,

All kinds of Bent Material for Carriages.

Office on St. Clair Street, between Third and Fourth,

DAYTON, O.

Great Western Book Depot.



EVERY DESCRIPTION OF MECHANICAL WORKS WILL BE FOUND AT THIS House, which will be sent by Mail to any part of the United States and Canada, free of postage. Also, a large variety of all the popular Books now pullshed. Address

RANDALL & ASTON, Columbus, Ohio.

RANDALL & ASTON, Columbus, Ohio.

P. S. Catalogue of Books and Prices sent to any person requesting it. May-1857

P. WILSON, Cincinnati.

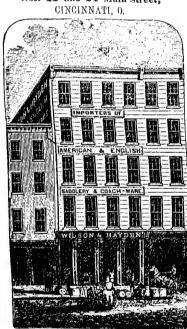
WILSON & HAYDEN.

IMPORTERS AND MANUFACTURERS OF

SADDLERY HARDWARE

CARRIAGE FURNITURE,

Nos. 22 and 24 Main Street,



Patent Collar beather and Dash beather, Black and Fancy Black (Loth, Japan'd and Enamel'd Curtain Cloths, Dannasks, Cloths, Laces, Fringes, Springs, Axles, Matleable Iron, Felloes, Bows, Spokes, and Hubs, and every other article used in the manufacture of Garriages.

Agents for Noble's& Hoar's London Varnishes, and Paints, One of the partners residing in New York, gives us every facility of buying goods upon the very best terms.

May-1857

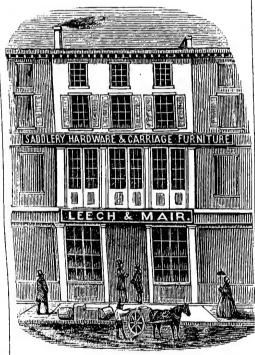
QUINNIPIAC MALLEABLE IRON COMPANY.

65 TEMPLE STREET, NEW HAVEN, CONN.,

MANUFACTURE MALLEABLE IRON CASTINGS FOR Carriages, of every description of pattern, and of superior quality.

MF Orders respectfully solicited. Address Feb-1857]
S. J. GOODWIN, Sociy.

LEECH & MAIR,



No. 127 Wood Street,

PITTSBURGH, PA.

IMPORTERS AND DEALERS IN

|SADDLERY & TRUNK HARDWARE

CARRIAGE TRIMMINGS.

WE keep constantly on hand as full an assortment of Goods in our line, as can be found in any city in the West, and respectfully solicit a continuance of the extensive patronage of R. T. Leech, Jr., whom we succeed. We still continue the most liberal inducements to our old friends, and to buyers generally. Boing the oldest regular establishment in our department of trade in this city, our long experience enables us to know the wants of our customors exactly, and to make the most judicious selections in our various styles of Goods. The attention of the Southern and Western trade is particularly directed to this Card.

May-1837

25 WITNESSES:

Forger Convicted.

JOHN S. DYE IS THE AUTHOR, Who has had 10 years experience as a Banker and Publisher, and Author of

A series of Lectures at the Broadway Tabernacle,

when, for 10 successive nights, over

50,000 People 33

Greeted him with rounds of Applause, while he exhibited the manner in which Counterfeiters execute their Frauds, and the Surest and Shortest Means of Detecting them!

The Bank Note Engravers all say that he is the best Judge of Paper Money living.

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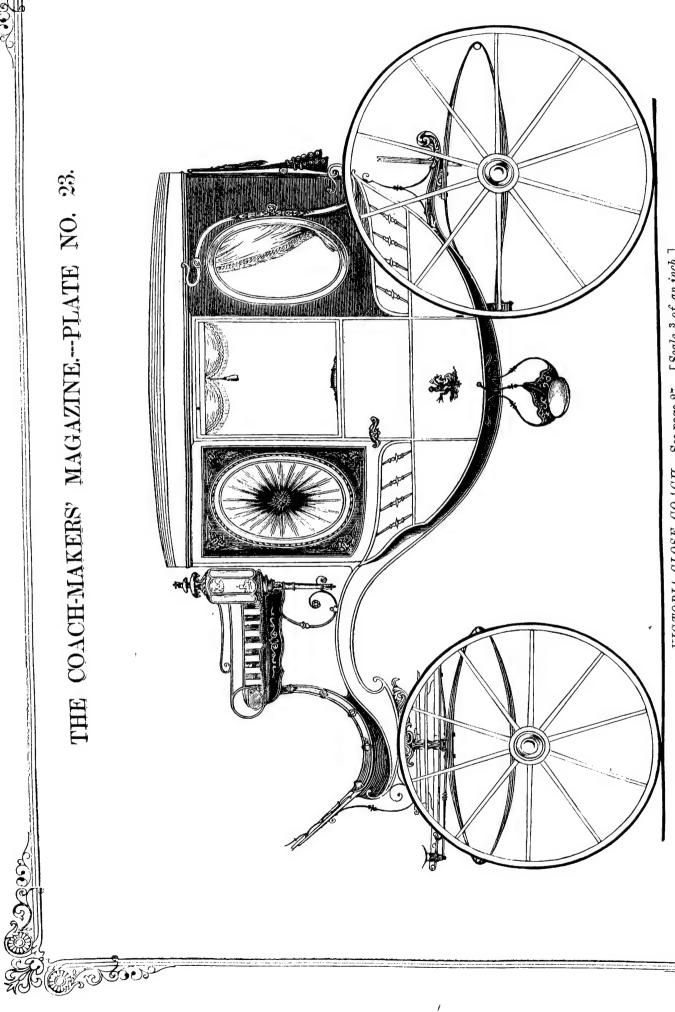
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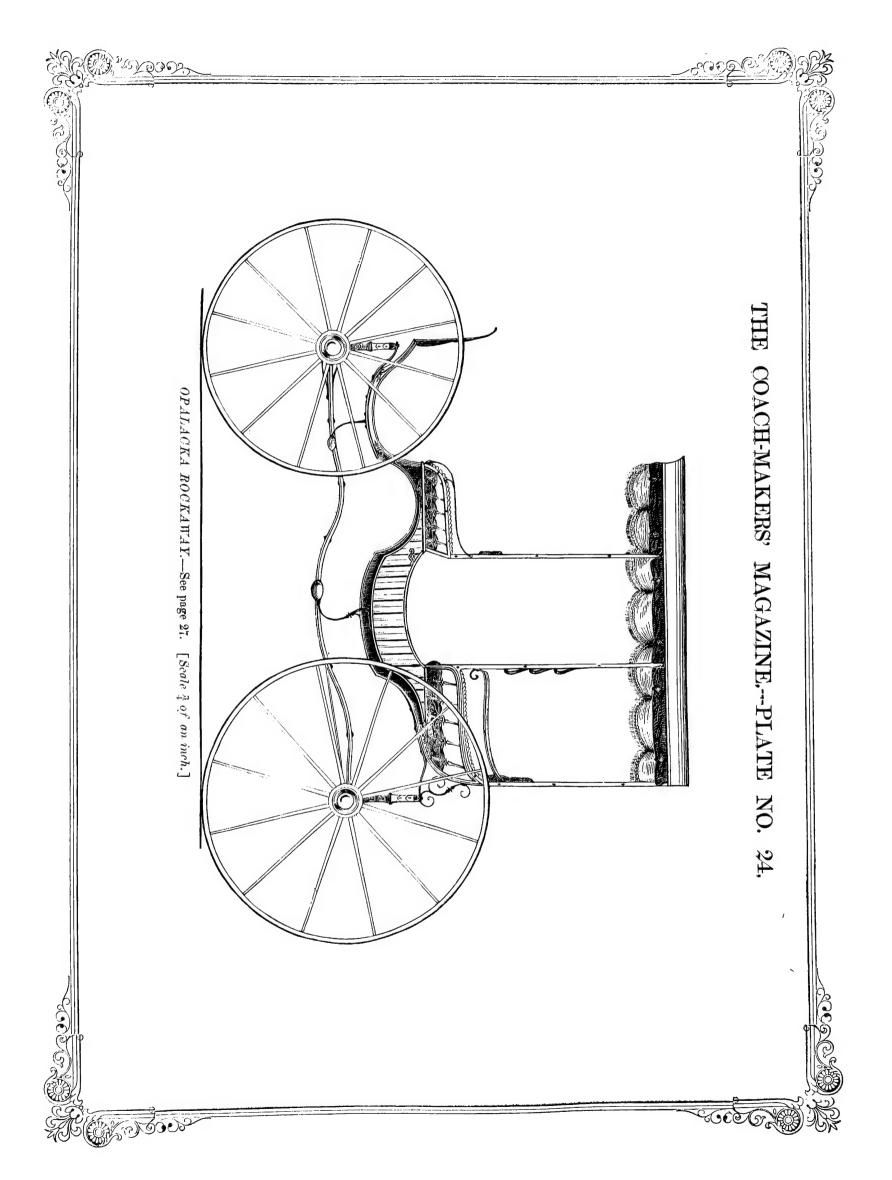
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THE COACH-MAKERS' MAGAZINE.--PLATE NO. 23.



ITCTORIA CLOSE COACH.—See page 27. [Scale 3 of an inch.]



THE COACH-MAKERS' MAGAZINE.--PLATE NO. 25. THE SCROLL_COUPE.—See page 27. [Scale \$ of an inch.] Constant State of the state of

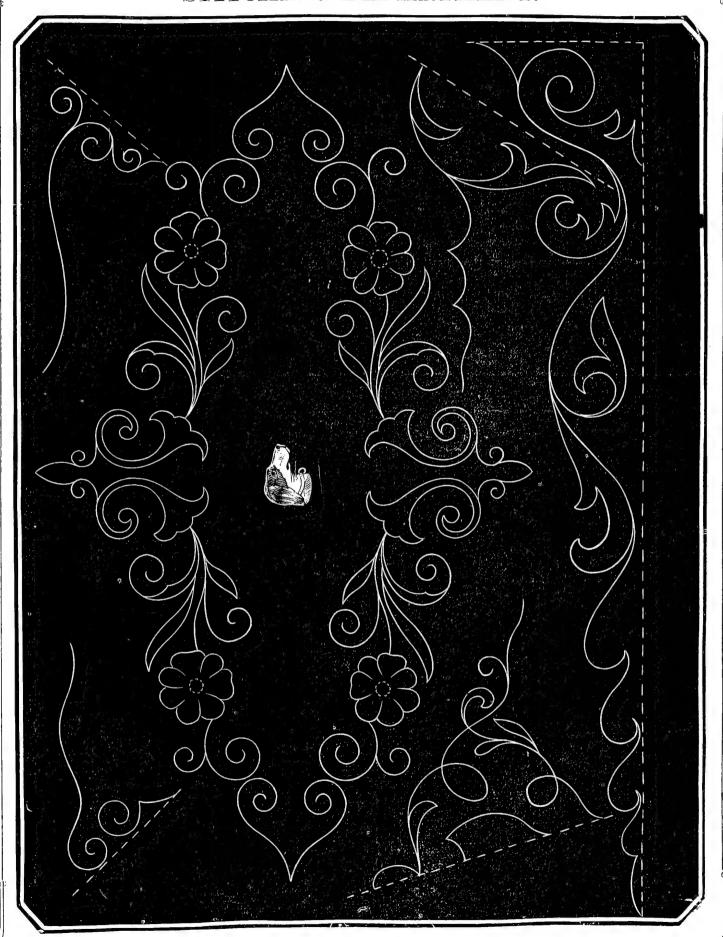
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STITCHING DEPARTMENT.







THE

COACH-MAKERS' MAGAZINE.

VOL. IV.—NO. 2.7

JULY, 1857.

[C. W. SALADEE, Editor and Proprietor.

COMMUNICATIONS.

LITERARY AND MECHANICAL.

For the Coach-Makers' Magazine.

I cannot sing to-night, my friend,
I cannot sing to-night,
That merry song of gladsome tone,
So joyous, gay and light.

For Oh! my heart is very sad,
And I would gladly weep;
'Twould calm my wildly beating heart,
So full of sorrow deep.

You ask me why I feel so sad?

Wherefore the deep drawn sigh?

But ask me not, my friend, for oh!

I cannot tell you why.

I cannot speak the thoughts that fill
This burthened heart of mine,
Nor why I look so pale and sad,
Why thus in sadness pine.

I know, my friend, that thou dost wish
To see the happy smile
Play on my lips, and mirthful joy
Brighten mine eyes the while.

I am not often sad, my friend,
And when my heart with glee
Bounds to the call of rapture's notes,
Oh, then, I'll sing for thee.

But not to-night, Oh no, my friend,
I cannot sing to-night,
That merry song of gladsome tone,
So joyous, gay, and light.

PHILADELPHIA, April 29th, 1857.

Miss V. W.

For the Coach-Makers' Magazine. THE MAGIC OF MUSIC.

Calm my heart with music,
Wake its sweetest strain,

Let its blessed echoes

Thrill my fevered brain.

Sad as Autumn zephyrs,
Shall the low song be;
Sweetly, sadly swelling,
Like the murmuring sea.

Sing of hope and beauty, Sing of strength and light, Sing of sun-rays beaming Through this weary night.

Murmur low and gently, Let each trembling note O'er my spirit's tumult, Softly, calmly float.

Like a white-winged angel, It shall soothe my soul, And its magic bring me Peace and self-control.

M. A. SHORT.

13

For the Coach-Makers' Magazine.

MY HEART IS SAD TO-NIGHT.

BY JAS. SCOTT.

'Tis night—the sun has gone to rest
Behind yon wooded hill;
The full, round moon, looks down on earth,
And all is clalm and still.
How beautiful the landscape, in
This soft and mellow light;
Yet, the dame Nature smiles serene,
My heart is sad to-night.

My fair young wife sits by my side,
Her arms around me twine;
There's a world of love in her eyes,
A love so truly mine.
Gayly, a merry lay she sings,
Her heart is always light,
And mine, I know, she strives to cheer,
Yet I am sad to-night.

Long buried griefs will oft arise,
Like spectres from the tomb,
To change our joys to bitter woe,
And shroud our souls in gloom.
Sad scenes long past, and faces dead,
Flit through my mind to-night;
And Oh! my heart is very sad,
Though all around looks bright.

Man's lot, how like the summer sky!

Now calm, and clear, and warm—
Anon o'ercast with sorrow's clouds,

Or passion's blighting storm.

Voices that laugh in glee to-day,

To-morrow may groan in pain,

And friends that parted yesterday

May never meet again.

(0) Joseph

21

THE AUTOBIOGRAPHY OF CALEB SNUG, OF SNUG-attention—this, then, was a day of jubilee with him; his initia-TOWN, CARRIAGE-MAKER.

WRITTEN DY HIMSELF-EDITED BY E. M S.—CONTINUED FROM JUNE NUMBER, PAGE 87.

The writer leaves the parental roof .- The tears shed on that occasion.— $Arrival\ at\ Sawgetup.$ — $An\ introductory\ conver$ sation .- Stone-fence .- Carriage-Making .- The boys at dinner bolting. - Chore work. - The junior boys and shopmates introduced to the reader.—Miss Flatt marries Mr. Towner. — The "old woman" of Flatt's Hall. — Caleb takes a lesson in making wedges; another at "blowing and gives a practical lesson in gymnastics.— Cock-crowing practically repudiated.

The morning sun shone out bright and beautiful, the zephyrs were soft and invigorating, as on Monday morning the 17th of a fond father and the best wishes of a doating mother, followed me the next week. My two sisters could not be satisfied, but they must needs trip along gently on either side, smiling and could scarcely have shown more interest in his welfare. With a "good-bye, dear brother," twice repeated, amid sighs and tears, these angelic sisters turned towards their home, casting anxious looks towards me. I was soon, however, lost to their view by the forests which nearly covered the two miles intervening between Snugtown and Sawgetup. As I proceeded along, perched upon the topmost branch of an alder-hedge, sat a red-winged-blackbird, with distended throat and sweetest voice seemed to be singing as though intended expresly for me, "A good boy be! A good boy be! Ca-la-ee." So many seemingly kind the-boy's Hall in Dicken's work was a desirable home, comattentions from all sides would have been quite sufficient to have obliterated all thought of "type sticking" from my mind, were it not that nature is stronger in her claims than art, or the persussion of friends.

firm, the senior partner thus accosted me-Well, Caleb, you in order "to rest me a little," Mr. Flatt showed me about the have come to learn the carriage-makers' trade, ha?

Calcb. Yes, sir, I have.
Mr. Flatt. You will find it a pretty hard business.

Perhaps so.

Mr. F. A little different from farming, I think,

C. I suppose so, sir.

Come with me, Caleb; I have a little job down by the river, the late frosts have thrown down the fences in some places around my two-acre lot, and they need repairs.

[Mentally] I had enough of that "fun" at home-

came here to learn a trade, I thought.

Mr. F. Caleb did you ever make any stone fence?

C. [Despondingly] Yes, sir, more than I ever hope to again. Mr. F. It is a good deal like work, ain't it?

Yes sir, I used to think so when on the farm.

Mr. F. Well, we don't have much of it to do here, at any rate.

[Somewhat encouraged, and mentally] I hope not. So Caleb was put at mending the stone fence around Mr Flatt's "two-acre lot," for the first lesson in carriage-making! a practice two often resorted to by bosses, which ought to be

frowned down by every high-minded gentleman in America. This business occupied the time until 12 o'clock, when the from 17 to nearly 21 years of age.

tive year had expired.

To one so little accustomed to seeing strangers, especially of the class found in large manufactories, my sensations-had the food been of the most inviting description-were such as to materially lessen my appetite, and the silence maintained in boss Flatt's presence at the table, did not in any degree improve it. Dinner over, which as I afterwards found rarely if ever occupied more than fifteen minutes, every man and boy seized his hat so hastily, that one, a stranger like myself, might readily suppose that each workman's life was staked upon the 2:40 speed with which he returned to the work-bench. In those days striking, a la Cyclops.—A musical Blacksmith.—Caleb speed with which he returned to the work-bench. In this striking, a la Cyclops.—A musical Blacksmith.—Caleb the ten hour system had not been adopted, and it was the general practice, at least in the country towns, to cheat the apprentice out of four hours time, thus getting from the boy six-

teen hours of labor daily.

As I shall have occasion very frequently to refer to my fellow April, 18—, after breakfast, I left my paternal home, and bid apprentices in this autobiography, I may as well introduce them at this point. The oldest, who had been some four years at I crossed the fields in the direction of Sawgetup, the prayers of his trade, was named William Potter; the next in point of time was David Bullfineh; after him James Mortimer and Ananias their departing son; my brother Cornelius promising to visit Mote, and the young lad just promoted, Colin Conclin. These, with one exception, (David Bullfinch) all boarded with Boss they must needs trip along gently on either side, smiling and encouraging by their company a tear-blind-brother, who, could of the "old boss." Mr. Towner had formerly been an apprentice they have imagined him about to be exiled from them for life they have imagined him about to be exiled from them for life, tice at this factory, but having recently become of age, had just won the heart and hand of Miss Flatt, whose mind was just about as flat as her maiden name indicated; in fact, "the boys" allowed "she did not know enough to go into the house when it rained." Mr. Towner's predilections—although one of the firm-were evidently in sympathy with the apprentices, having been a fellow apprentice with them previously. Flatt, I soon discovered, was just such a woman as I had heard described before, but never had met with until now—she was what the sailor said of his wife; "two of me, a tar-tar." Dopared with Flatt's Hall under the management of such a mistress. But I am anticipating matters.

After dinner, (my fellow apprentices ironically called their meals grub,) I was sent back to the "two-acre lot" to finish Having arrived in Sawgetup and introduced myself to the the work of fence repairs. This done, about 4 o'clock P. M., premises—the repository, a fine building erected as a store house for finished carriages, and the smith shop, both standing separate—as did also the trimming and harness shops—together with the wood and paint shop. It will be understood that this manufactory comprised four large buildings, extending over more than an acre of ground, located on the bank of a river navigable for large vessels, and I am telling the simple truth in mentioning, that the toil of many days was often lessened by the gambols of the finny tribe, in its pelucid waters, visible from my work-bench. As some two hours still remained, I was now introduced into the wood shop, and there set at the first legitimate lesson given an apprentice at this trade—making wedges. Soon an old and superanuated drawing-knife was found and

handed me, and at it I went.

Mr. Flatt had searcely passed the outer door, leading to the street, before I was requested to "pay my footing." This to my unsophisticated mind, was "all mystery," but a little interpretation led me to conclude, that the better way for me to get along would be, to "send out." This done, I was duly installed as one of the craft.

The next morning Mr. Flatt anticipated the sun-in fact Old Sol never could "get up" as soon as he did—by calling "Caleb" out of bed at daylight to look after the "chores," a task little dinner hour came around. At the table I found "the boys" less than the one assigned to Hercules, by his enemy Erystheus. The one immediately pre- By the time the morning portion of this duty (!) was performed, ceding me appeared to be greatly pleased, as undoubtedly he the rosy god of morn had fairly shown his face above the eashad some reason to be; for my coming had been the occasion tern horizon; but, by his blushes, he seemed to evince his sense of his promotion; he was no longer the "youngest apprentice;" of shame at boss Flatt's hard treatment of the new apprenthe cow and horse, the pig and wood-pile no longer claimed his tice. The time for commencing the regular day's labor had



already taken the men and boys to the different branches of the trade. Unfortunately for me, on the Saturday night previous, the "helper" in the smith's-shop had left, and the youngest apprentice at wood-work was told to take his place for a few days, which I afterwards found prolonged to three weeks. To this I gently demurred, but was met by the cool reply from Mr. Flatt, that he did not intend to keep me at this work sufficiently long to hurt me, nor would I learn enough there to do me any good."

I now began to understand his joke--" plenty of hard work

and hard fare."

The sledge-hammer toil, coperating upon limbs more accustomed to agricultural pursuits, soon gave pain to my shoulders, rendering this day's labor hard indeed. The "fireman" to whom I was assigned, although a smart fellow and an expeditious workman, appeared to take especial pleasure, while his iron was heating, in standing in the doorway of the smithery, are now giving way before the manufacturing interests. and singing at the top of his voice, (not a weak one either,) "O Betty Arden, she was my darling." This shop being located posite shore so loudly as to engage the attention of its inhab- amount of work is still shipped yearly from Bridgeport, and New itants, and provoke a laugh from his shopmates, which evidently amused all hands, and contributed towards relieving the ford or one of the above named places. prolonged hours passed in the smutty toil. This man bore the to be. Notwithstanding this fact, this man possessed, with his boorish manners, a large share of sound judgment, and was an interested and sympathising advocate for human rights, as appertaining to apprentice boys, as will be shown in a suqsequent part of this history. From the blacksmith's shop, after three weeks at "blowing and striking," I was transferred to the woodshop, situated some thirty rods from it, and put at the bench again, in the old lesson, of making wedges, of which I made in the first day about half a bushel. The quantity produced arrested the attention of Mr. Towner, the junior boss, who was "graciously pleased" to commend my industry in the hearing of my me to think that my mother's predictions might some day be realized—that "Caleb would some day be a carriage-maker!"

My home-sick feelings for the first few weeks had gained for me the sympathies of every shopmate, one alone excepted. He, wanting in the qualifications constituting good manners, and perhaps more in mischief than for any other purpose, commenced annoying me in different ways. Being very tall, and for a boy of only sixteen summers, somewhat verdant withal, he pion of new fangled philosophies, I made a visit to his rooms, and requested an examination. The Professor had just laid the state of the professor had just laid down to take a little root, so I was contentioned by his years as sawed off" without much resistance. Soon, however, he found down to take a little rest, so I was entertained by his very acthis a more serious business than he had anticipated. An over- complished lady, in company with many others, until the Progrown, and coarse animal himself, and somewhat my senior, fessor had taken his nap out. he found the sap in my limbs possessed more virtue than his superficial observations had led him to expect. The first—the second trial was made—we clinched, and sooner than it has ta- lectures almost incessantly, eats but one meal a day, makes use ken me to tell the story, I had my antagonist under my feet, amid a general burst of laughter from the whole shop. This conquest settled the business for ever; I was too tall for him. ter than precipitation, for he was content to let me alone.

The first Summer and Autumn passed away without any spe-

cial occurrence worthy of record. During the winter the old boss used to call me up at 3 o'clock in the morning every week constitution. day, to make the fires and have the shops well warmed, as he day, to make the mes and have the shops well warmed, as he judged that men and boys would do more work under such circumstances, than in a cold shop. In this opinion he was undoubtedly correct, but I considered this obligation rather hard. To be compelled to give at least three hours time each morning to labor in the shop, when sleep was demanded by a law of nature, naturally inclined me to act rebellious; but then I remembered that promise from Mr. Flatt—"plenty of hard work and HARD fare." This I shall show more fully in another chapter, was not only promised, but the promise was redeemed.

[TO BE CONTINUED.]

LIGHTS AND SHADOWS BY THE WAY-SIDE.

CHAPTER V.

LOUISVILLE-THE CRAFT.

Mine host of the Neal House rendered my stay in Louisville so agreeable, by his kind attentions, that I feel almost a mind to drop down there and spend another week. Louisville is a flourishing little city, containing some sixty thousand inhabitants, and, as a business town, manufactures less than it deals in the wholesale line, but it does a large business in the way of jobbing, and, upon the whole, is a place of considerable importance. As a carriage market, it has perhaps no equal of its size, yet in former times it has been supplied by Eastern repositories, which

At the present time there are fourteen small coach factories, working perhaps an average number of about 14 hands each; on the western bank of the Sawgetup river, which ran through the village, the music was echoed across the stream to the op-Haven, and most of the workmen and employers are from Mil-

Louisville can boast of many first class carriage builders, and name in full of a celebrated English lexicographer, but was as ignorant of letters as the native of central Africa are reputed to be. Notwithstanding this fact, this man possessed, with his He first learned the business in the country, and then went to England to graduate. Mr. Fosgate, an eminent mechanic and first class iron workman, Mr. Bradley and the members of the M'Cright, Enders & Gooch firm, with many others that I could enumerate, are all eminent mechanics and liberal minded men. It is needless to say, that among such a choice knot of coachmakers, I passed many pleasant hours, especially at the establishments of Steedman and Pearce, Wm. Higgins & Co., Keeting & Johnson, Martin's Haddox and others, or that I done up a land office business in the way of subscribers. Only one shop, new associates. This was encouraging to me indeed, and led and that at the tail end of town, refused to take the Magazine. They knew considerable, and seemed to fear that it would "strike in." But folks will get that way sometimes.

A NIGHT WITH PROF. FOWLER.

During the brief conversation that ensued, I learned many curious facts relative to the Professor's habits. He writes and amid a general burst of laughter from the whole shop, conquest settled the business for ever; I was too tall for him. He thought afterwards, probably, that prudence would be bether than the burst of the was content to let me alone. In these examinations he tells the character, habits, tempose. In these examinations of the subject, also, which branch of perament, and adaptation of the subject, also, which branch of the family takes hereditary precedence in their character and

> Lola Montez, the quandom countess, who was playing an engagement in Louisville, occupied rooms close by, and consequently made it convenient to call occasionally. I learned from Mrs. Fowler that Lola is a firm spiritualist, and a warm advocate of the Davisonian theory of progression. Prof. Fowler is a thin, spare man, of a naturally excitable temperament, and perceptive mind. He is badly pock-marked in the face, and I should judge him to be on the wintry side of forty. According to the rules of his own science, he is more ideal than he is logical. His descriptions of character are flowery and fine, but he sometimes makes sad blunders in delineating character—not in

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numbering organs, but in grouping and calculating results. The defect is in the man, not in his science, for a discriminating mind can at times easily detect the discrepancies between his facts and his deductions. I presume that as an examiner, he is less endowed than his brother, L. N. Fowler; but so long as he sticks to rudimental facts as indicated by fixed rules of the science, his delineations are correct. His written descriptions are, upon the whole, very useful, at least to himself, as he examines from ten to twenty craniums in an evening, at the rate of \$5 for each written description.

LOLA MONTEZ-THE DRAMA.

Having heard much of this noted woman, and actuated by a curiosity to see the butterfly of fortune, who at one time plays a part among counts and kings, and at another drops among the peanuts, tobacco stench, and bad manners of a "one-horse" theatre, I was induced to take a seat and endure the infliction of a poor play and worse acting. Louisville certainly supports a poorly managed theatre for so respectable a sized city. The drop curtain is adorned with figures that are endowed with very extensive heads, the scenery rattles and creaks with shifting, and the tramping and rattling upon the stage is often heard between the acts above the din of the orchestra. The curtain raises, and an unfortunate supe, perhaps two or three, are surprised to find that they stand in full light of the audience; a desperate plunge, however, buries them among the intricacies posed a foot race; I was anxious to see the sport. of the side scenes, but the monotony of the play is sometimes relieved again by their peeping around a corner to see if all is Among the stock actors there is some very creditable artists, in both high and low comedy. But to the countess.

The play, Charlotte Chorday," was, to start on, an indifferent contrary.

On Saturday night her benefit was announced, and as Prof. Fowler's lady had assured me that Lola was only "playing off" to do her best on this occasion, and wishing to do justice to her merits if they were to be found, I repaired to the theatre at an. early hour. But before the curtain raised, the Countess got into a violent quarrel with the stage manager, during which she came in turn to explain, Lola stuck her head from behind the curtain and called him a liar, &c. The manager finally yielded to her then proposed a game of cards in the steerage. The old man, caprice, but she then absolutely refused to play under any circumstances. Thus terminated her engagement in Louisville. On Monday she with her train took the 12 o'clock mail boat for Cincinnati, and the Louisville Journal remarks, that "she withstood a battery of five hundred optics with her usual nonchalance.'

worst results.

RETURN TRIP-SHARPERS-SLAVE DEALERS-INCIDENTS.

Taking leave of Louisville with the departure of the fast steamer "Telegraph," I soon found that a stranger would not want friends (?) to take him in while traveling on the Ohio river. A young man whom I had met in the hotel at Louisville, and who represented himself as being a Kansas captain, who was making a tour through the South to raise recruits, seized me by the hand and expressed himself highly gratified to find me traveling in the same direction, and winking familiarly, assured me that we should have a "gay old time" on our way to Cincinnati. I saw at a glance that he had "spotted" me as a subject, and it struck my fancy as a rare chance for fun, as I knew no one on board, and had no fears for either my person or my reputation, so long as I kept my eye upon him. ingly I fell an easy prey to his friendship, and allowed him to lead me by the arm from one part of the boat to another, in high glee. I soon found that he was acquainted with almost every passenger on the boat, for he introduced me first to the captain, and then to a host of others as fast as we met them; slave dealers, merchants and planters, and many of them proved to be valuable acquaintances-men of high standing and respectability—and as I subsequently learned, men who knew his character, and were playing the same draw game that I was.

Towards night he began to grow restless for fun, and pro-He proposed a pony purse to make it interesting; I declined, and knowing that he would next invite me to drink, I made a double thrust. "Sir," said I, "my business calls me to travel continually, and I found it necessary to make a rule long ago, never to taste a drop of liquor, or to invest in any game of chanceaffair; the scenery, costumes, and characters, are all too dry, and destitute of pleasing effect, to fill the ideal of an intelligent American audience, and together with the afterpiece, "Knave of Hearts," is better suited to the tastes of decayed nobility in a half-civilized realm. In the play I also make it. I will tell you have use the interpret of finance and together with the afterpiece, "Knave of Well," said he, "you love fun, but will not invest money to half-civilized realm. In the play I also make it. I will tell you have use the play without without half-civilized realm. In the play, Lola sustains the character of the French heroine quite indifferently. Her playing lacks that moving spirit and brilliancy which youthful vigor and a sound ging the passengers with toothache drops; I have fooled him constitution can alone supply in an actress. She is evidently once or twice, to the infinite amusement of all the passengers, fast losing her sceptre, and fading with age, and her attempt to and he knows me now. But just you allow him to draw you sustain the character of the charming yet infatuated French on, and persuade you to go into selling it; he will then ask maiden would have been comic, had it not been disgusting. As you one dollar per bottle—take it, and then proceed to draw a "Trick" in the "Knave of Hearts," she was evidently ill at note for the amount, payable one year from date, and you will ease in male attire, and waddled around the stage as awkwardly see him gather up his traps and leave, amid the shouts of all as a lame duck. Lola has certainly mistook her calling when the spectators." "No doubt but it would make a rich scene." "She appears behind the fact little for the spectators and leave, amid the shouts of all the spectators." "No doubt but it would make a rich scene." she appears behind the foot-lights in any other character than "Yes," said he, rubbing his hanks, "it will be glorious sport." that of a dancer. But to hear the morning press laud her acting, one who did not know anything about the free ticket system, would feel inclined to waive their own decision to the never get into trouble." The sharper was taken aback, but he never get into trouble." soon rallied again, and after passing a few commonplace pleasantries, left the guard and retired to the cabin. A quiet, civil old gentleman sat near by, with whom I had formed a slight acquaintance. "Sir," said he, "I perceive that the captain has left you." I replied that he had just stepped into the cabin. The old gentleman then proceeded to tell me how the sharper had figured around him. It seems that after asking him a out and appealed to the audience, and when the manager came thousand questions as to his business, destination, place of residence, &c., to all of which he received indefinite answers, he who was a professor of religion, got offended, and the young sharper left.

This old gentleman, as I afterwards learned, was a Mississippi planter, and a slave dealer in a small way. He was then on his route to Virginia to buy a few "boys," as slaves are familiarly termed, and having a sick friend aboard, I was invited to go The stage, as usually conducted, may well be complained of to the state room and see him. I did so, and found him to be by the advocates of morality and good order. In the hands, a Mississippi carriage dealer on his way North to purchase carhowever, of different men, and patronized by a different class of riages. I assisted in taking care of him, and he soon got better, citizens, it might be made to tell powerfully for humanity and after which we were, of course, quite intimate. The conversathe cause of right; but as the rankest weeds often grow upon the tion finally turned upon the subject of slavery. Both had dealt richest soil, so the modern drama has been made prolific of the in slaves, and each recounted their individual speculations and adventures, but both agreed that the sharpest way to get a

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for musses, and when by any chance the mistress got down on one, step right up and offer to purchase him. If the master falters, take up on the lady's side, and between the two fires he must yield to the conclusion that he is a desperate "nigger," and the bargain is struck at a low price.

Supper was now spread, and my friend, the sharper, was on hand to show me the best seat at the table, and seat himself at

my side. This over, he elbowed me to the guards, and commenced to relate how a friend of his had just been robbed, and he was then taking means to find out who the robber was. I replied that if his friend did not know better than to get robbed. he had best let it pass and say nothing about it. cried the sharper, enthusiastically. "Yes," said I, "if any man robs me he is welcome to it." "Good," shouted he, those are my sentiments. Give me your hand, stranger," (and he shook it cordially). "For," continued I, "it is my practice to carry no money with me when I travel, over and above a few shillings in pocket change, to buy peanuts and oranges with." He left me, and I left the guards, as it was about dusk, and quite chilly. All of the passengers soon followed suit. I took a seat in the

smoking saloon, and watched the receding light fade upon the Kentucky shore. In a few moments more, the sharper and a rough looking customer that I had seen in Louisville, came out on the guards and consulted together until after dark. This was the toothache doctor, I presume. The sharper then came in and seated himself by me, and talked familiarly for a time, then invited me to walk on the guards. I declined, remarking that the stove had more attractions than the chilling night winds.

I stepped to the other end of the cabin, and got into conversation with a New York commission dealer, to whom my friend had introduced me when the boat first started, and he did not hesitate to advance his opinion of the sharper in plain terms. But a moment passed, however, before the sharper seated himself between us, and the conversation turned upon the subject

of reading persons at first sight; this our hero prided himself riage. particularly on doing. Upon requesting him to test his skill at reading me and my circumstances, he proceeded to do so, but when he had got through, I gravely informed him that he had utterly failed, that I was a married man, a mechanic, &c., all of which he had negatived. He then tried his hand on the merchant, but with no better success. "Now, sir," said the

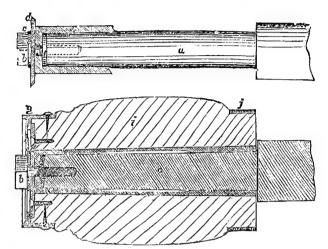
merchant, you have failed on me, for I have misled you merely to draw you out. I will now try my hand upon you, and no offence either way." "Agreed." "You, sir, are a pickpocket, a gambler and a libertine. I have a wife and two daughters upon this boat, neither of whom shall make your

me in one day, hence I allowed you to talk to me. allowed him to fumble around considerable. At length, per- The external, C, is of the same diameter as the head of the bolt, ceiving that it was not, he presented a revolving argument, that and takes the wear of the face-plate, D, and bolt head, when satisfied the intruder that a striking demonstration might be the wheel vibrates from the body on the carriage. The blow made, so he beat a hasty retreat by way of apology for visiting the sick at unseasonable hours, and ere midnight the sharper had "vamosed."

the nice delicacy of the sensitively modest reader, as no one but fastenings of the band being radial to the hub, there is every myself will be the loser, and I am not a very modest scribler. necessary security for keeping the hub on the pipe-box. In the narrative portions of this series this cannot be avoided, as I wish to make a free and easy delineation of odds and ends ternal washer, F, takes the wear off the pipe-box and end of the that compose the filling in of the traveler's experience. To the spindle, and besides this duty, performs another very essential literati this may not be devoid of interest, while to the unsophisticated a familiar chit chat upon the tricks, customs, and axle, and being cut and destroyed thereby as the wheel runs. pointerated a minimal content of the moving world, interspersed with criticisms, It has a tendency to keep the screw tight in the axle, and the glimpses, and reflections upon men and things, may not only while occasional backing of the vehicle not only has its tendency to away an idle hour, but serve to give them more correct views unscrew the bolt, in a great measure prevented by the washers, of the outside world, and thus to a certain extent supply that but the bolt is secured into the spindle of the axle to an extent mental aliment which a lack of intercourse has prevented them to forbid detaching the screw from the axle by backing the car-M. G. T. from acquiring.

"nigger" cheap, was to step around for a time, and watch out WHITE'S IMPROVED MODE OF ATTACHING HUBS TO AXLES, PATENTED MARCH 24th, 1857.

BY J. M. WHITE, XENIA, OHIO.



The following is a copy of the inventor's specifications and claim, as contained in his letters patent:

Fig. 1 represents the axle broken off near the spindle, and the end of the spindle with a portion of the pipe box in section, and another masher between the face plate of the hub, and the head of the belt screwed into a hole tapped in the end of the spindle of the axle.

Fig. 2 represents a like projection of the axle, as in Fig. 1, with the hub-band, face-plate, pipe-box, and washer in vertical and central sections, the screw bolt being represented in view, and the figures seen as if looking at them from the back of the car-

The nature of my invention consists in a new device for attachng hubs to axles.

1st-With a view to secure attachment. 2nd-With a view to be easily detached.

31-With a view of running easily by diminishing the friction. 4th-With a view to prevent the pipe-box being drawn out of the hub.

5th-With a view to prevent the back of the hub from setting on or against the shoulder of the axle, and

6th-With a view of being easily repaired.

A is the axle spindle; B is the bolt which screws into a hole acquaintance. As for myself, I had no fears of your spoiling tapped into the end of the spindle, and passed thereinto through the external washer, C, the face-plate, D, of the hub, the pipe-The sharp gent left, but in the night he visited the state room box, E, and the internal washer, F. The screw bolt, B, has a of the sick Mississippian, who, thinking that it was a porter, short head about twice the diameter, and as thick as its stem. due to such vibration, is received on the face-plate, D, and the plate being less in diameter than the front end of the hub, is set even therewith, screwed into the hub, and held thereto, besides I hope that my apparent egotism, in making myself the hero its own fastening, by the band G, by means of its internal flange, of my own narrative in "Lights and Shadows," will not shock H, so that the fastenings of the face-plate being oxial, and the

When the wheel vibrates towards the carriage body, the inone, viz: prevents the hub running against the shoulder of the riage. The wooden body of the hub, I, is of the usual form

and size, and has a band, J, on its under or back end. Their wear will fall mainly upon the washers, C and F. These can readily be removed. The use of a detaching face plate, such as D, enables me to use an external washer no larger in diameter than the head of the bolt B, and this diminishes friction and allows the wheel to revolve easily.

What I claim herein as new, and wish to secure by letters patent, is, my device, consisting of the combination of the parts marked A, B, C, D, E, F, G, H, I, arranged as described, and for the purpose set forth.

The inventor intends to apply this to either light or heavy work, but we consider this as an especial desideratum on lumber and other heavy wagons, as its peculiar shape adapts it to the holding of tar and other coarse qualities of grease, a thing that has not been properly provided for in the ordinary construction of axles for this class of work.

Those purchasing the right of this improvement, can be provided with the manufactured article at wholesale rates, by applying carriages and other light pleasure vehicles, the mail screw band is used, which gives it a very neat appearance and makes a good

For further particulars address the inventor at Xenia, Ohio, or see advertisement in the next number of the Magazine .-- ED.]

SCALE DRAFTING.—NO. 4.

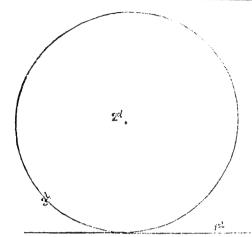
BY A PROFESSIONAL DRAFTSMAN.

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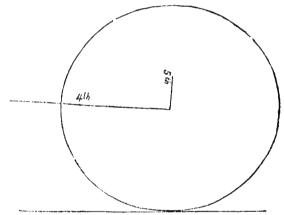
To the student who aims at a thorough practical knowledge of the general sweeps and proportions used in carriage architecture, I must say in the start, that the "French Rule" series now being given by the editor, is the thing for them to study in order to acquire all of this.

"Scale Drafting" is simply the science of sketching, either from the finished article, or a rude outline with given proportions; when any thing further is wanted, it must be obtained by applying either the French or the "Square Rule." The French Rule is a rule for the workman, as it gives the swell or curve of pannels, and gives the most minute outline of mortise, tenon, or shoulder, by which the workman can lay off the various parts with perfect certainty as to the result when those parts are brought together; thus, all "cutting and trying" is obviated.

to assist the artist in reducing from the practical to a scale of a friend or customer; one, also, that will need no accompanying Well, I knew something was the matter, for the child has table of proportions to render its real dimensions intelligible. It heen ailing a long time!'" The "young 'un" was "going it would be impossible to give the reader a full and common sense from what they would to draft a straight body job. I shall proceed in this and one or two subsequent numbers, to give the that can be chosen.



First, draw the base line any length that you may think neces-Second, find by the scale the proper size of a 4 ft. 2 hind wheel; (see cut of scales, ½ in., ¾ in., and 1 in. to the foot in the first of this article,) and set the point of the drafting compass half to Miles Greenwood, Esq., Cincinnati, Ohio, who is engaged in its diameter above the base line. Third, strike the tire circle of the manufacturing of them for the inventor. When used for the hind wheel, omitting the outline of felly, but stopping all lines that cross the fellies far enough inside of the tire line, to admit it without crossing them when it is struck.



Fourth, draw the perch line. The body for this class of work should be 4 ft. 7 in., and for a round back and front the perch should be 4 inches longer than the body. Draw the perch line 4 ft. 11 in. Fifth, draw the spring line, which is from centre of wheel 10 inches, squaring from the perch line upward. This is the point for drawing the bottom line of the body. TO BE CONTINUED.

The "Chisel" Disease.—The Knickerbocker Magazine tells the following story: "A friend of ours was visiting the White Hills of New Hampshire, last year; and one day, while passing a house, observed a little child at the door with what he considered a very dangerous plaything, namely, a chisel; 'Scale Drafting" shows side elevations only, and is intended and thinking it kindness, accordingly stepped in to inform the dimensions which will bring the whole within the compass of a parent. 'Madam,' said he, 'are you aware that your child has sheet that can be easily transmitted in a letter or otherwise, to got the chisel?' 'Why, mercy on me!' exclaimed the mother, been ailing a long time!'" The "young 'un" was "going it view of this art without illustrating more than one kind of full chisel," a rather contagious epidemic among certain classes a job, as one must proceed very differently to draft a coach, of Young Americans in our day. It sometimes exhibits itself among "children of larger growth," under the generic term of rules for drafting a straight buggy, as that is about the simplest chiseling! It is risky coming in contact with this class of people.



PIPER'S ADVENTURES.

Continued from page 89.

"ALWAYS A CALM AFTER A STORM."



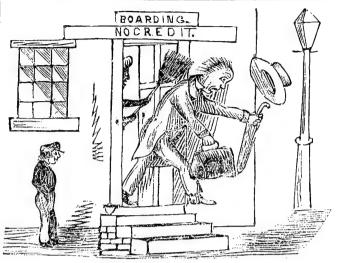
MOTIVE POWER COLLAPSES—AIR NAVIGATION A HUMBUG!



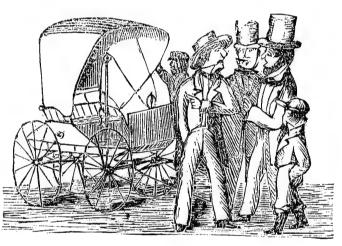
PIPER FINDS THAT HE HAS BEEN A LITTLE FLIGHTY.



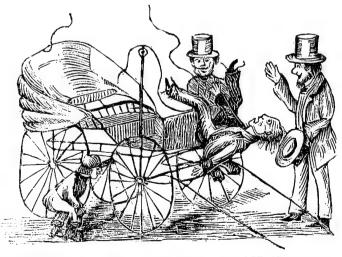
PIPER'S BED BECOMES "A LITTLE BUGGY."



PIPER DISCOVERS THAT HE IS CONVALESCENT.



PIPER MENDS HIS FORTUNES BY TURNING INVENTOR—HIS TOP ADJUSTER.



PIPER EXHIBITING THE ADJUSTABLE PRINCIPLE OF HIS TOP LIFTER.





For the Coach-Makers' Magazine.

CINCINNATI, Ohio, May 30th, 1857.

C. W. SALADEE, EDITOR COACH-MAKERS' MAGAZINE-Dear Sir:—It is needless in me to remind you or your intelligent readers, that the present is a "progressive age," or that the inventive genius of young America is daily bringing into friend of mine in London, which is a correct sketch of the late existence something new and practical. But as this is a fact carriage built for Queen Victoria of England, and from which well established, I would simply trouble you with a few words relative to the course pursued by a certain inventor, to impose his improvements upon the public, and the inconsistency of the front, is cut out and applied to the pannel; so, also, the sticks. latter in giving the same any encouragement.

Mr. W. S. Chapman, of this city, has invented a new mode of preventing shafts from rattling in the sheckle, by simply interposing a block of "vulcanized rubber," and which, to some extent, answers a very good purpose. But the inefficiency of these blocks to endure the severity of the winter, renders them objectionable. But the utility of the thing is neither here nor there, for my present purpose. Let us admit it void of all objection as it now is, and yet the course by him pursued, and sanctioned by some of our coach-makers is not justifiable in this age of improvement.

Mr. Chapman, for the purpose, I suppose, of preventing other improvements that may hereafter be made in this part of the carriage, from coming into use, is now traveling among the coach-makers, and offers to make such "great deduction on his blocks, as to make it to their interests to apply them, they will bind themselves to put them on all new work they may hereafter build."

This, in a business point of view, is all very well for him, but certainly very injurious to those who will suffer themselves thus to be duped. Here is the point. Supposing I, as a coach-maker, obligate myself to Mr. Chapman in the manner above given, and suppose in one month, a new and different improvement should present itself, that is in every way superior to the one I am now using. Now, it matters not how much I or any of my customers may approve of this new improvement, I have so tied my hands that I have no longer the liberty that belongs to me as a mechanic. I am not only deprived of the use of the new thing, but I am absolutely forbidden to discard the "rubber blocks," should I ever so much desire to do so, since I have bound myself to apply Mr. Chapman's improvement to every new vehicle I build. Is it possible that any coach-maker can be so blind to his own interests, as to comply with such a proposition, even though Mr. Chapman should agree to furnish his blocks for nothing and pay him for putting them in. Surely I had a better opinion of the coach-makers everywhere, than to suppose them guilty of such inconsistency. I am, sir, respectfully yours, S. T. J. COLEMAN.

[Mr. Coleman, as our readers are aware, is the extensive "Carriage Bolt and Clip Manufacturer," of Cincinnati. His conclusions respecting such an obligation from coach-makers to Mr. Chapman, are certainly correctly drawn, but then we are not entirely sure that any proprietor has so foolishly committed himself. We are intimately acquainted with Mr. Chapman, Wishing you every success, but do not recollect his ever having told us that he had such a strenuous contract with any party whatever. We are inclined to think our friend Coleman has been misinformed, as no coachmaker, we think, could be induced to give the foolishobligation he has mentioned.-ED.]

WIIO AND WHERE IS JOHN S. DYE ?- Can any of our numerous readers or exchanges give us information respecting the individuality of John S. Dye, publisher and exchange broker, No. 70 Wall Street, New York City? There seems to be a mystery surrounding this man and his operations, that we are anxious to solve, and probably by the next issue we will be able to make a grand expose of the whole matter.

EXPLANATIONS OF THE DRAWINGS.

For the Coach-Makers' Magazine.

PLATE NO. 23-THE VICTORIA CLOSE COACH.

Mr. Saladee: —I have just received a drawing from a I have made the drawing I herewith send you for the Maga-That part representing the top piece of a seat, back and

The drawing will, in itself, give the workman a correct idea as to its mode of construction, and thus save me the trouble of boring your readers with a long and useless explanation.

M. M. T.

ALLEGHANY CITY, Pa., May 1st, 1857.

PLATE NO. 24.—THE OPALACKA ROCKAWAY.

For the principal part of this elegant design, we are indebted to an old subscriber in Opalacka, Alabama, and partly to our contributor, R. H. Brown, of Cleveland, Ohio. With the combination we have made in this design, we consider it the best and most fanciful family carriage we have ever had the pleasure of illustrating in the Magazine, and must, we think, be very extensively adopted.—ED.

PLATE NO. 25—THE SCROLL COUPE.

This very original and beautiful design for a light Coupe, was contributed to the Magazine by our old friend, Jos. Irving, of Bridgeport, Conn. No explanation beyond that given in the drawing, has been considered necessary, as none was furnished. In justice to our worthy contributor, we will give him credit for the best design for a close Coupe that we have ever seen. We hope he will indulge us often with drawings from his original pencil.—ED.

THE STITCHING PLATE.

The centre figure is a very fine, though somewhat elaborate design for buggy boots—side and back. The other figures will be recognized as dash corners, and one as an appropriate design for tops and also the back of buggy boots.

MAIL SPATTERS.

OHIO CULTIVATOR OFFICE, Columbus, June 6th, 1857.

MR. SALADRE—Dear Sir :-- I trust you will pardon the liberty that prompts me to enclose these verses for your beautiful Magazine, with which I have formed an agreeable acquaintance by the exchange that comes to our office. You may recognize the author in "Cultivator Mary," of the Ohio Cultivator.

I am, with due respect,

MARY N. S-

Thank you, "Mary," you do not come to us a stranger, but, on the contrary, your "ink drops" which come into our sanctum through the "Cultivator," has made your name quite familiar among our exchanges. We must confess we feel somewhat flattered from this unexpected compliment, and shall be exceedingly happy to receive a still farther indulgence from your ready pen. Your "Music"

"Like a white winged angel
It shall soothe my soul,
And its 'magic' bring me
Peace and self-control."—Ep.]



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PHILADELPHIA, Pa., May 30th, 1857.

MR. SALADEE, EDITOR COACH-MAKERS' MAGAZINE-

Respected Sir: An apology is due you for my long neglected promise to write something for your very interesting mechanics' friend, the "Coach-Makers' Magazine." Sickness, and my close application to study while at school, is the apology I offer you, and which I trust you will have the generosity to

"Time rolls on," and mighty changes are wrought in its progressive march. Many of us are not to-day what we were but one short year ago. So with "Yankee Dave;" a great change has come over his dream of the future since last I advised you of his whereabouts. He has seen great sights, and now concludes that "this is a great country." Life and health permitting, you and your numerous readers may expect to hear from him in the August issue.

I am, sir, yours, &c., VIRGINIA WATSON.

TWe were almost ready to conclude that our fair correspon dent was not "among the living," but on the receipt of the above we were undeceived, and are happy to learn that we shall know something more of our comic, yet unfortunate friend, "Yankee Dave." Our readers will no doubt rejoice with us in the anticipation of this treat. Miss Virginia, let us hear from you often. - ED. 7

LOUISVILLE, Tenn., May 23d, 1857.

Mr. Saladee—Sir: I am in want of a good Hub-boring and Mortising Machine, and before purchasing I have thought proper to trouble you with a line, asking you which of the various machines now in use is the best. If you will answer this through the Magazine, you will much oblige

A Subscriber.

[As yet we have seen no machine that we would be willing to recommend to our friends in preference to the one made by Messrs. Lane & Bodley, of Cincinnati, Ohio. Quite a number of these machines have been sold, and in every instance they have rendered full and complete satisfaction.—Ed.

WILLIAMSBURG, May 19th, 1857.

Mr. Saladee—Dear Sir:—I want to give you a "blowing up," as I think you richly deserve it. In February last I enclosed you \$9,00 for three copies of the Magazine, which were to be sent to different points, viz: Williamsburg, Marion, and Mid-None of us have, as yet, received a single number, nor heard from you, notwithstanding I have written you—this is the fourth time. What does it mean?

EDWARD D. SMITH.

This Mr. Smith has indeed written us a number of times, and he has sent us \$9,00 for three volumes of the Magazine and ordered them sent to Williamsburg, Marion, and Middletown, but in every instance the post-mark was so indistinct that we could not make out from whence it came. Some men have an idea that every person in the whole world should know where their little "Williamsburg," "Marion" and "Middletown" is located, and therefore, consider it superfluous to write the county or State they live in. Now, we have no other alterby some accident we will get a clue to his address, and then we can send the Magazines.

dress?--Ed.

MONTREAL, Canada, June 5th 1857.

MR. SALADEE—Enclosed please find \$3,00 for Vol. IV of the "Coach-Makers' Magazine." I have had the pleasure and the profit of reading "our Magazine" since its first appearance When it was first introduced, I belonged to before the public. a club in New Haven, Conn. I have now commenced business in this city, and have had the misfortune to be burnt out, and most of my Magazines shared a like fate with my factory. But as I am up and going again, I wish to renew my subscription. Can you furnish me with volumes 1 and 2?

I am not advised of the number of Magazines you send to this city, but I hope you scatter them profusely hereabout, as I am satisfied much good would be accomplished thereby. Here, as in many other places, the craft are not up with the times.

I should be happy to see now and then, a style of carriage illustrated, adapted to this part of the country-a city family carriage, hung very low, so as to make it convenient for getting in and out, and simple in its construction. I often wish I had the ability to write as some of your correspondents do, and I would trouble your columns not a little. I trust you will pardon this intrusion upon your time and attention, but the fact is, I have heard from you and of you so much, that I feel quite at home and familiar in writing to you.

I am, dear sir, your ob't serv't,

We are happy to hear from our old patron, but exceedingly sorry to hear of his sore misfortune. We hope, however, that he may soon regain what he has lost. Perseverance and a close application to business will do wonders in a little time. Vol. 2 we can furnish-none other. Price, \$2,00. We have a number of subscribers in Montreal, but not what we intend to have after Mr. Tousley has visited the city. We love to have our friends feel "at home and familiar" in writing to us, and hope our friend will favor us often with a line from his pen.—Ed.]

MEMPHIS, Tenn., June 3d, 1857.

EDITOR COACH-MAKERS' MAGAZINE-

Dear Sir:-Have you ever used the patent wheel known as "Hayden's Patent," manufactured by Hayden & Fisher, of Cleveland, Ohio? If so, I would take it as a favor if you would give me your opinion, either by letter or through the Magazine, respecting it. Yours respectfully, M. M. A——.

We have not, as yet, used any of these wheels, but from what we have seen of them are favorably impressed with their utility. We would suggest, however, that the manufacturers get into the use of the best quality of case hard axles.—Ed.]

THE NEW YORK CENTRAL PARK—FUN AHEAD EOR FAST MEN.—The central park, when completed, will present the world with an area of two-and-a-half miles long, by half-a-mile wide, rivaling Hyde Park and the Kensington Gardens, in the city of London. Our fast Mayor has made therein ample provision for the fast "sovereigns" in our midst, by presenting a level drive or road, "which shall, in its entire extent, embrace every feature of importance within its limits." This drive is intended to be made wide enough to admit of its being used by a large number and variety of vehicles at the same time. It is intended to be long enough for a reasonable afternoon drive, and not so native than to lay low and let our correspondent fight us until short as to make it necessary for the pleasure seeker to pass over the road twice, before he becomes satiated.

It is designed to have an additional drive, more secluded in its character, to be used by the "upper thousand," who desire Will our correspondents be more particular in their ad- to be more retired, including the far famed "codfish aristocracy." Aint we progressing? E. M. S.

TO CO CONTRACTOR



COACH-MAKERS' MAGAZINE.

EDITOR'S TABLE.

JULY

THE IMPORTANCE OF INTELLECTUAL CULTURE.



Liberal intelligence like virtue, bears its own exceeding great reward The development of the intellectual powers is attended with positive gratification, resulting from power, and the satisfying of curiosity respectbeautiful demonstration

workmen in solid coin, by the day-by the hour. This is the have books, and are not deprived of them." sweetest and best reward of intellectual labor. It is that which is most diligently sought and most highly prized.

But there are other rewards, only incidental and inferior, but nevertheless, worthy of some consideration. First, liberal intelligence and accomplishments, confer the advantage of an elevated and influential position in society. It is generally understood that society exacts from each of its members some price greatly assists recollection. of admission, as it were, to its coteries and saloons. One brings fashion, another the wealth and consequence of his family, another his musical or conversational talents; another his celebrity as an author, a traveler, or a distinguished stranger. Among | should make it his happy duty to inculeate in the minds of his the rest, the votary of science prefers his claim, and finding it admitted, takes a place in society on an independent and respectable ground. He is admitted for what he is, not for what he mind, than the early taste for reading. Books gratify and exhas, or what his ancestors had.

Again, liberal intelligence gives its possessor the means of enjoyment in sickness, in retirement, and in old age. He who has various kinds and they suggest indirect ones. In a well written learned to converse with the master spirits of other times, is book, we are presented with the maturest reflections, or the never at a loss for society or amusement. Give him a book and happiest flights of a mind of uncommon excellence. It is imposhe is happy-or failing the book, his previous cultivation makes sible that we can be much accustomed to such companions withthe communion of his own thoughts or the practice of composi-out attaining some resemblance of them. He who revels in a

efactors. Such are ever the rewards of intellectual cultivation, attainable by those who are engaged in the mecanical trades. The example of Franklin, Watt, Arkwright, and a host of other illustrious men show what mechanics, by reading and study have done. And it remains for the rising generation in our own happy land to show what mechanics, by the same means, can do. In attempting to inculcate a taste for reading, we are called upon to extend our views upon the choice of books. On this subject, excellent advice is given by Dr. Watt, from whom, and other authors, has been compiled a pocket volume, "on the importance of the mind," in which various interesting matter relating a sense of increased to books, reading, conversation, study, &c., are treated of. "Happy are they," says Fenelon, "who being disgusted with all violent pleasures, know how to content themselves with the ing the laws of nature, sweets of an innocent life. Happy are they who are diverted, The famous story of the at the same time that they are instructed, and please themselves rapture of Pythegoras, by enriching their minds with knowledge. Wherever they when he arrived at his may be thrown by adverse fortune, they will carry their own entertainment with them, and the uneasiness which preys on of a well known mathematical truth, is but one of a thousand others, even in the midst of their pleasure, is unknown to those proofs that study rewards her votaries on the instant, pays her who can enjoy themselves in reading. Happy are they who

> Poetic compositions, whether in ancient or modern languages, may be read at vacant hours with some considerable advantage, because many passages contain practical rules relating to moral economy and religion. Many elegant and ingenious sentiments and descriptions may also be found among the writings of poets, well worth committing to memory, and the measure of verse

Every mechanic should possess a small library of choice books, which, owing to their cheapness at the present day, the poorest among us may soon acquire. And if he be the head of a family, he children the importance and the rich rewards of reading. Probably nothing has contributed more to generate opposite habits of cite our curiosity in innumerable ways. They force us to reflect. The hurry us from point to point. They present direct ideas of tion a sufficient occupation to pass delightfully those hours of well chosen library, has innumerable dishes, and all of admirable loneliness and silence, which are a weariness to the illiterate flavor. His taste is rendered so acute, as to distinguish the nicest man. It is a fact worthy of notice, that the members of any shade of difference. His mind becomes ductile, susceptible to particular trade, by carnestly uniting in the use of the various every impression, and gains new refinement from each. His means of intellectual cultivation within their reach, may greatly varieties of thinking baffle calculation, and his powers, whether increase the respectability, wealth and influence of trade. By of reason or imagination, become eminently vigorous. These possessing their own library, reading-room, museum and apparare friends, no one of whom ever denies himself to him who ratus, and by stimulating the exertions of every member of that calls; no one takes leave of his visitor till he has rendered him trade, master, journeyman and apprentice, they will soon come happier and more pleased with himself. The conversation of to be recognized as a scientific body, and will not only insure to no one of those is dangerous, neither is the respect to be paid themselves the other rewards of science, but will receive the to him attended with expense. You may take what you please grateful acknowledgments of their fellow citizens, as public ben-from them. What happiness, what glorious old age awaits him



who is placed under the protection of such friends! He will have those whom he may consult on the most important and the most trifling matter, whose advice he may daily ask concerning we are inclined to consider as being more fanciful than useful. himself; from whom he may hear the truth without insult, praise without adulation, and to whose similitude he may conform himself.

"Reading confers knowledge, and knowledge happiness."

"A STRANGER, AND HE TOOK US IN."

V. Nowotny, of Middlebury, Ohio, former editor of the "Painting Department" of this Magazine, has pursued a course with us that not only justifies but demands the exposition we are about to make, of the very ungentlemanly manner in which he has conducted himself as the editor of that department.

He first abuses the confidence of one of the warmest friends he ever had, (Mr. M. G. Tousley,) who was the first to recommend him to us in the strongest terms, as a man of honor, a mechanic, and a scholar; and it was only through Mr. T.'s interceding that we employed him to fill the important office he occupied. That Mr. Nowotny is a mechanic and a scholar, we will not dispute, but our friend Mr. Tousley was never more mistaken than when he represented him to us as a man of honor.

In the first place, Mr. Tousley concludes an arrangement with Mr. Nowotny, at a salary of so much a number, to conduct the "Painting Department" of this Magazine," and which contract he honored promptly for probably two numbers, and drew the salary specified. The next thing, we were advised by his doggish silence, that we were left to get up painting departments as best we could, and which ourself and Mr. Tousley did, in several instances, and gave him the credit of it. Still we could get no tidings from his "editorship," so finally we sent Mr. Tousley to see him. The apologies he made seemed quite reasonable to Mr. T., and to whom he promised faithfully to meet his engagements with us promptly. Since that interview we have not sinks in sandy or soft roads, the draft would be increased in the (with one exception) had one scratch from his pen, and not- ratio of lifty per cent., or in other words it would draw twice withstanding Mr. T. wrote him over and again, he still persisted as hard as if it were the old fashioned hoop-tire with a flat in treating his friendly letters with silent contempt. So at the "last hour," even after his portrait was engraved, Mr. T., in our absence, was compelled to seek some one else to fill his place, and in which (thanks to our good luck,) he succeded ad easily as a narrower one, but certainly there can be no two mirably, by securing the services of Mr. Scott. From the short opinons in regard to the matter on a soft road; there the acquaintance we have had with this gentleman, we have every reason to believe he will conduct his department with credit to himself and much profit to his readers.

We have not written the above with any ill will towards Mr. our readers, and the present editor of his department, to make this brief explanation of the matter.—ED.

We take pleasure in referring our readers to the advertisement of Messrs. Kidder & Brothers, who are extensive operators in their line of business, and worthy the attention of the trade.

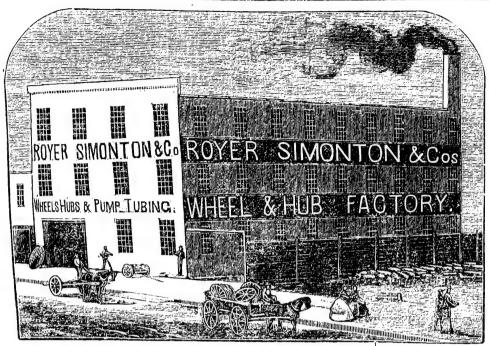
A NEW ARRANGEMENT OF WHEEL TIRES.

 Λ cotemporary suggests a new arrangement of tires, which It is intended that they be accommodated to run on hard or soft lands, as circumstances may require. This tire is to be rolled with a projecting longitudinal rib on its exterior surface, which may be either square or rounded, so that when the wheel is on a hard road or surface, the tire will run on its longitudinal rib; but when on a soft road, this rib will penetrate the ground, and the whole breadth of the tire will then rest on the surface. When the wheels are passing over hard ground, they will run on the ribs, or tongue of the tire; and our speculative cotemporary confidently says: "of course there is less friction on the draft, and when on soft land the tire will offer a broader bearing surface, peculiarly suited for running on such land."

We presume this idea has originated from seeing Mr Ashe's patent tire, since assigned to our friend Mr. J. C. Ham, New York. This longitudinal rib on Mr. Ashe's tire is on the internal surface, and the intention is to do away with tire bolts altogether, since this raised rib is fitted to a groove in the rim. that is supposed to do it effectually. To the new arrangement under consideration, there are manifestly several serious objections; among which are, first-the difficulty which will be found in inserting bolts into this raised or longitudinal rib, and even could it be done, the heads of these bolts would, with the rib, soon wear off, so as to let them fall out, unless steel tires are used, in which case this "longitudinal rib" would soon break off, when acted upon by the frosts of our climate. Secondly, this raised "longitudinal rib," if manufactured of soft iron-and it must be of such, where intended for very light buggies—would soon crush over at the side-edges, if raised much, the consequences would be that this "rib" would soon present, from its friction over gravel and stones, a dove-tail form, and as the wheel surface. We believe it is the settled opinion of the most experienced carriage-makers and scientific men generally, that a tire, however broad, on a flat hard surface, will draw just as wide tire with a flat surface, has many and manifest advantages over the narrower one, which requires no explanation

It is truly astonishing to us, how little of practical knowledge Nowotny; he is a perfect stranger to us—a man we have never or of the mechanical principle is exhibited in the speculations of seen, but it was prompted by a sense of duty that we owe to our editorial fraternity, in the newspapers of a country where thought and opinion is unfettered, as amongst us, and therefore we find much less reason to excuse this ignorance, than we should were it exhibited, for instance, in some of the downtrodden and priest-ridden provinces of South America. Sed mens est prædita motu sempiterno. E. M. S.

> III Owing to new arrangements we have made in our Publishing House, the Magazine will be mailed hereafter, as now, on the 15th of every month.



BUSINESS DEPARTMENT.

ROYER & SIMONTON'S GREAT WESTERN WHEEL SPOKE AND FELLY MANUFACTORY, CINCIN-NATI, OHIO.

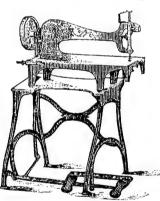
We this month present our readers with an accurate engraving of the "Great Western Hub and Wheel Factory" of Messrs. Royer, Simonton & Co., of Cincinnati, the most extensive establishment of the kind in the West. Something like an impression of its extent may be gleaned from the following brief outline: The building is 75 feet deep by 45 in width, with a lot upon the west side measuring 220 feet in depth, and 50 feet in width. This latter is used for storing lumber. The basement contains eleven turning lathes for making hubs, (a large amount of which are locust wagon hubs,) also four mortising machines, all of which are constantly kept running. Ascending to the second story, we find the wheel machinery in active operation, which average 75 set per week. Another flight brings us to the third story, which is used for the storage and drying of the lumber. In order to affect this, the waste steam is carried through in pipes, keeping the room at a tempetature of 90 degrees.

Quitting this mart of human industry, we cross to the opposite side of the street, and about 100 yards westward, when the ear is again saluted with the buzz of machinery, and we find of one there are eight lathes, from which are turned from twenty- us to the belief that this improvement is not without merit. five to thirty thousand spokes weekly. In the basement of the adjoining factory six circular saws are employed in preparing third for bending shafts and bows. Notwithstanding the im- to be found in the Trimming Department.

mense agency afforded by steam power and machinery in producing a substitute for manual labor, they have from 75 to 80 workmen constantly employed. Every space not occupied by machinery is taken up for storage purposes, the immense piles of which, more than any thing else, convey an idea of the magnitude of the business. While noting these things, the question naturally presented itself, "how and where can so many hubs and wheels be used?" It would certainly appear that sufficient were manufactured at this one establishment to more than supply the wants of the whole United States. In glancing over the pages of their order book, however, the query is quickly and at once solved. From Buffalo to Chicago, and from St. Paul to New Orleans, including intermediate towns and cities,

the demand is heavy and constantly increasing, reaching even to the bounds of Mexico and branching out into all the Southern States. Here we have one of the many evidences of the prosperity and rising greatness of the "Queen City of the West."

I. M. SINGER'S IMPROVED SEWING MACHINE.



Annexed we give an illustration of a new sewing machine, intended expressly for carriage trimming. Its peculiarity consits in being furnished with a long arm, so as to admit of stitching wide pieces, without the trouble, as heretofore, of rolling up one-half the leather while the other was undergoing the process of stitch-

This is a machine we can recommend most heartily.

A NEW TIRE .- Mr. J. C. Ham, of New York City, owns the entire right of Ashe's patent earriage tire, and, as will be seen by his advertisement, is prepared to sell rights of the same ourselves at their spoke and wood bending factories. These to the trade, and furnish the tire if desired. We have not as lots have two fronts; one on Third Street, the other facing the yet, had the pleasure of testing this tire practically, but hope to White Water Canal. The latter is 160 feet, the former 95 in do so in a week or two. While in New York we saw several width, by 220 feet in length. Two edifices, each 80 feet long, carriages that were said to have run over a year with this tire 32 feet wide, three stories high, are built upon the site, nor is on the wheels. From this circumstance, and the fact that they there a spare nook or cranny in either. Within the basement are almost universally approved of by those using them, leads

We would call special attention to the advertisement the lumber for bending. The second story of one of these of Chess & Wilson, Tack & Brad manufacturers, to be found in buildings is appropriated to the making of fellies, and the this number. Also, to the communication and article on tacks,

4000 Gr. 400

100000



EDITORIAL CORRESPONDENCE—NO. 1.

excited such a degree of currosity on this occasion, that I was induced to apply to the engineer and conductor for the privilege of riding upon it, which was cheerfully granted, notwithstanding the contrary rules of the road. I wish I could convey to my readers some idea of the elevation of spirit I experienced while riding upon this noble steed of iron as he went skipping merrily along on his "triumphal march" towards the mountains. I was filled with a sensation of "mechanical power and grandeur," which seemed for the circumphal march to the time to t this noble steed of iron as he went skipping merrily along on his "triumphal march" towards the mountains. I was filled with a sensation of "mechanical power and grandeur," which seemed for the time being, to free my spirit from the cramps and fetters of comspeed with which I was being hurled along amid the tall and rugged mountains, and remembered that it was all accomplished by the toil and ingenuity of the Mechanic "until by their folly they shall learn that wisdom which defies a prouder name. Surely the finger of history will point in vain to that period when a class or denomination of men have accomplished more for the world's good the diffusion of light and knowledge that it would be defined by the standard of the more for the world's good the diffusion of light and knowledge that it would be defined by the standard of the more for the world's good the diffusion of light and knowledge that it would be defined by the standard of the more for the world's good the diffusion of light and knowledge that it would be defined by the standard of the standard

the dignity of his Maker—the mechanic.

Saturday morning at 11 A. M., I find myself comfortably at home beneath the roof of "Barnum's," on Monument Square, Baltimore. Having shook off the dust and dirt of travel, and attended to the wants of the inner man, I set out for what ought to be known under the cognomen of "Winans' Place," with the intention of meeting with my friend and brother mechanic, Mr. Thos. Winans, but, unfortunately for my fond anticipations, he had left the day previous for New York, but was expected to return in a few days. I amused myself for a short time in looking about his grounds, which are myself for a short time in looking about his grounds, which are myself for a short time in looking about his grounds, which are myself for a short time in looking about his grounds, which are myself for a short time in looking about his grounds, which are myself for a short time in looking about his grounds, which are myself the myself description. Some few years are Mr. W. pure splendid beyond description. Some few years ago Mr. W. purthrough, to see what it is, and we will guarantee that it contains chased nearly a whole square of buildings on Baltimore Street, a sufficient amount of original and instructive reflections. chased nearly a whole square of buildings on Baltimore Street, which were removed, and a magnificent house for his residence, surrounded with trees, handsomely laid out walks, statuary, and an endless variety of shrubbery, was substituted, thus making it one of the finest city residences I have ever seen. Strangers visiting the city should not fail to visit "Winans' Place," as I consider it one of the attractive features of Baltimore. This gentleman has also a country seat, which he calls the "Crimea," where at the present time there are not less than one hundred men constantly employed, under the able supervision of Mr. Wilkinsen, of New York, in beautifying and improving the place. While here, in company with the latter gentleman, I learned much from his instructive conversation that is truly valuable, and for which I am under lasting tion that is truly valuable, and for which I am under lasting

obligations. gracefully so, when we consider the immense wealthy population of the city. I am sorry to record the tendency which prevails here, to patronize foreign mechanics; but as it is so, I will "write it down." A city that will not patronize its own mechanics must eventually become a burthen to itself.

15 OF SOP

Sunday, the third day of summer, though it was a bright sunny morning, must needs have been a very lonesome day, had not my newly made friend, Mr. Wilkinson, relieved me by a ride in a "Winam's Buggy" to the country. We spent the day quite agreeably at the country seat of Mr. Darben, a lawyer, whom I found a very at the country seat of Mr. Darben, a lawyer, whom I found a very intelligent and well informed gentleman, surrounded by an interesting family of sons and daughters, nearly all grown up.

Wednesday morning, 6th inst. The long looked for "Three Wheel Phæton" you shipped to Mr. Winans has this morning arrived, in apparent good order. In the absence of Mr. Winans, Columbus, Ohio.

I and friend Wilkinson came to the conclusion that two distin-My Dear Sub:—I am "on the wing" again, and as I fly from city to city, it shall be my pleasant task to communicate everything which comes under my notice, that may be of interest to myself and readers, though perhaps, I may not succeed in making so rare a collection of incidents for the latter as they might prefer, were they "on the road" in place of myself.

Sub:—I am "on the wing" again, and as I fly from Accordingly we ordered a span hitched to the new "Three Wheel," and away we went, 2:40, to the "Crimea," 5 miles distant. It rides beautiful, and seems peculiarly adapted for fast traveling. Never rode in a vehicle attaining a high degree of speed, that possesses the same case of motion. Coming back in the evening, we were so much delighted with this new arrangement for "fast driving," that we acread upon a long drive on one of the nonpular avenues. guished gents might as well have a ride on three wheels as four. Taking leave of our cozy sanetum, on the 30th ult., I set my face eastward, en route for Baltimore and other of the eastern cities. I made a halt for the night in the dirty, smoky little city of Zanesville, and nothing but the pleasure of meeting a kind mother and dear relatives could ever have induced me to make such a sacrifice dear relatives could ever have induced me to make such a sacrifice of a clean face and a white collar.

Friday, 31st, I renewed my journey amid torrents of rain and gusts of wind, and in due time arrived in the city of Wheeling, another place "made glorious" by coal, smoke and dirt. Having called upon my old friend and patron, Mr. Hays, and had the pleasure of a short confab with my worthy contributor, Mr. Terry, I faced the mountains, and was off for Baltimore. On entering the depot at Wheeling, I observed a new style of locomotive, which was to conduct our train. My great love for this species of vehicles, excited such a degree of curiosity on this occasion, that I was induced to apply to the engineer and conductor for the privilege of Next day had the axle replaced, and repeated the experiment with

LITERARY REVIEW FOR JULY.

ADAM GRAEME, OF MOSSGRAY."

a sufficient amount of original and instructive reflections to pay the trouble and expense of a thorough perusal. Price, \$1,25, post-paid. Address Randall & Aston, Columbus, Ohio.

ARTIST'S BRIDE, OR, THE PAWNBROKER'S HEIR."

A thrilling romance by Emerson Bennett, a well known and deservedly popular author. Price in muslin, \$1,25, post-paid. Address Randall & Aston, Columbus, Ohio.

HEAVEN."

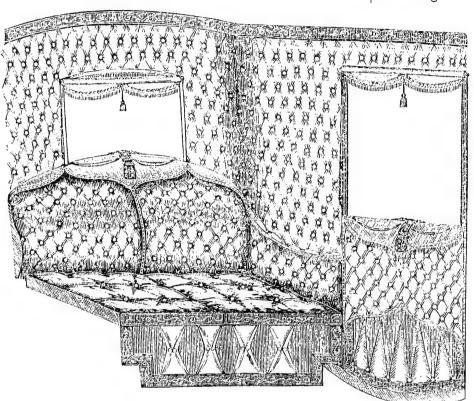
This is the title of a theological desertation upon the nature, &c., of that spiritual future, denominated Heaven, written by Coach-making in Baltimore is, I find, at a very low cbb; dis-James William Kimball, and for sale by Randall & Aston, Columbus, Ohio. Price, post-paid, \$1,25.

INQUIRE WITHIN, OR, 3700 FACTS FOR THE PEOPLE."
This is a hand-book that no mechanic's library is complete without. It contains an invaluable fund of practical hints and items, such as receipts for every variety of medical, mechanical, or chemical compounds, rules for writing, speaking, punctuating and pronouncing. It also contains a digest of common law, of cookery, and the laws of health, together with sayings, criticisms, and essays. The whole comprises a work that is spicy, instructive, and very useful. No one should be without it when it can be obtained, post-paid, for \$1,25, from Randall & Aston,

COED ()

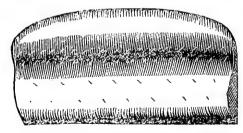
TRIMMING DEPARTMENT.

M. G. TOUSLEY, EDITOR.



COACH GOTHIC.

The fall is laid in hour-glass plaits, formed by first laying in plain plaits, then turning back the edge in the middle towards the centre; the turn-back is held with buttons, and the hourglass centre is raised a trifle with hair. The back is made by first making a foundation with O G end pieces of the same material, "whipped" on, and covered with light muslin of a proper size to fit the curve, and build the end of the foundation up square and true.



This sack is stuffed with moss or rowen, (according to the finish of the job,) and then tufted through in such a manner as to hold up the stuffing, and at the same time bring it into shape, rounding it at the lower part, and making it concaved at the upper part, where it is to fit the shoulders. To do this, the concave must be tufted or stitched down much finer than the "swell," cave must be tufted or stitched down much finer than the "swell," after the manner shown in the above cut. A piece of buckram is then put on a frame and laid off in the form of the foundation, allowing for the curves; find the centre, then strike half the width of back window on each side, and proceed to lay off the form of the Gothic. Strike the backs into widish diamonds, cover the centre point, also the scollop at the outside with plain cotclane; then proceed to sew a cord-welt around the Gothic in such a manner as to describe the outline neatly; where they meet in the centre, run them down together at the bottom; at the outside cut them off, leaving sufficient length attached to pass after the manner shown in the above cut. A piece of buckram is then put on a frame and laid off in the form of the foundation, allowing for the curves; find the centre, then strike half the width of back window on each side, and proceed to lay off the form of the Gothic. Strike the backs into widish diamonds, cover the centre point, also the scollop at the outside with plain and the proceed to say a good well appeared to good and the control of the con

around the arm, and back to the centre, or to some given point of finish, according to the shape of the job. The cotelane for the outside is then laid off with but a trifle of fulness. The lining is snowed over lightly with curled hair, and the outside, after being lined with muslin, is tufted on with buttons, and the

> edge neatly seamed in to fit the cord that forms the Gothic. The buckram is then cut from the frame and put on to the body stuff, and by means of pasting and drawing endwise, is made to curve with it, and thus describe an O G the same as the foundation. This back can be made in less time than a common roll and diamond back, and takes no more stock, considering the manner in which it is stuffed. It makes an easier and a much more elegant job, as it is apparently plain, and yet very scientific in its construction.

But change is a sufficient merit to entitle it to consideration. The old roll and diamond backs are worn thread-bare. Let us have something new. The quarters are finished to correspond, in plain diamonds. The arm as usual.

It will be seen in this style of a top finish, that the tassel hangs on the plain point in the centre, which finishes the whole in good taste. The top of the door finishes to correspond with the centre of the back; at the bottom of the diamond piece the same finish is given, only it is turned up instead of down. This is made on the same plan as the outside of the back, only it is made on heavy lining instead of a frame. The fall at the bottom is tacked to the body lining and drawn into points, so as to leave the bottom flowing, and the top

plaited down. The point at the top is covered with cotelane, and the Gothics at the top and bottom welted; the outside is then laid off same as the back, seamed in, stuffed, and tufted down with buttons. The other portions are finished plain, as shown in the engraving.

SILVER BRONZED CLOTHS-AN ANSWER WANTED.

In our last, a correspondent called attention to the fact that silver bronzed cloths are invariably made on black or dark colored ground work, but inasmuch as it was not under that heading, but inserted simply as a letter, we presume that it has escaped the notice of manufacturers in this line, as no answer has yet been made.

We reiterate the question—Why are bronzed cloths invariably made on dark grounds, so that when they crack or by any means become soiled, the black presents itself in striking contrast with the general color of the cloth? Will Crockett & Co., of Newark, or some other firm engaged in the manufacture of this article, please answer this question?

WHIP SOCKETS.

A great revolution has been, and is yet to be made in the use and manufacture of this article of carriage furniture. was when one apprentice in each trim room occupied his time in making whip sockets and seaming lace. Now, there is but little



hence, the necessity of an improvement, and its consequent ap-

The various sockets now manufactured are being made at less wisely? cost than the carriage-maker can get them up, if he considers time and stock as so much capital, and counts its cost truly. Yet one more thing is necessary in all improved sockets; that is, a slight dash of stitching, for a socket looks naked when left entirely without it. A stitching machine added to a socket factory would accomplish all that is necessary, and would increase the sale of improved sockets at least one hundred per cent. This seems at present the one great and general objection to their appearance, among all trimmers and coach builders.

Bow leather, enameled leather, enameled cloth, in fact any thing, no matter how cheap, looks the bettter for being neatly stitched at the edge. The edge of the leather that sets against the rim of the socket should be bound in some way; the raw edge will show, no matter how large the rim, for the leather will shrink from it. To remedy this, the cover should be made of some thin material, as bow leather, which should be put on some stiff body, such as the offalings of oil carpet, buckram, or even thick paste-board. This should be cut the proper length, and the outside cover turned around it, the edge creased and stitched across with a machine.

Will friend Jennings & McCurdy take notice of this fact, and get a stitching machine into their works as soon as possible, and cease to offer us raw edged pieces of leather on their truly valuable socket?

For the Trimming Department.

TACKS. Mr. EDITOR :- Who makes the best tacks? This is a fair, simple question, and one that interests us all; one, also, which we feel we have a right to ask through your valuable Magazine. It is needless for me to tell you or any other trimmer, how perplexing it is to be obliged to use poor tacks. As far as my experience has gone, I have found but one or two companies that make good ones, but I find it difficult to get theirs at all times. I am in hopes that by bringing the subject before your numerous readers, that it will increase the demand and also the supply, by inducing the hardware dealers to exert themselves to get good ones. Who knows of companies that make good tacks? Let us hear through the Magazine.

Elyria, O., May 25th, 1857.

We are glad to find that correspondents are waking up upon

practical subjects. With regard to the complaints made by this correspondent, we would say, that the fault is less with tack manufacturers than it is with dealers and consumers. The coach-maker counts the cost of tacks at so much per dozen, and jews the dealer, and he in turn the manufacturer, until the latter is forced to enter into a double swindle in self-defence. First, he cuts down in weight; second, in the quality of the iron that he uses; last of all, he dodges all waste by putting up dust, scales and tacks. The trimmer uses his six papers a day, and spates and blows like a porpois. Still the boss coach-maker thinks that this was a bad lot, and for the hundredth time tries his luck in the lottery of cheap tacks again. Will coach-makers never open their eyes? He buys his tacks for one dime less per dozen than his neighbor; he gets one-half or two-thirds weight, half of these are scales, dirt, and bad tacks; the other half are brittle. He pays a trimmer \$2,00 per day, every third tack breaks or elenches down, thus half of his time is wasted in drawing and replacing them. How much does he make? Figure it up, Mr. coach-maker, and let us know. Now the remedy for this matter coach-maker, and let as know. They the remedy for this matter is this. When you go to the hardware men to buy tacks inquire for Chess & Williams' Junietta refined iron tacks; these are good, and will clinch, (if necessary,) as well as any enameled boards, or back panels. It may be colored as follows: tack; besides, they are full weight and clean. If they have not upper part, blue. Stars, white. Stripes, red and white altergot them send to the factory and get them there, and our word nately. It will be observed that there is, to use a homely for it, the hardware men will soon change their stock to better. phrase, an outside and an inside to the seroll work. Paint one I presume that there are many other factories that make good red and the other purple, shading with darker tints of each. tacks, but the ones named we know personally to be good. As Lights for both, a mixture of equal parts of white and chrome fast as we find others we will name them, in all cases acting from yellow. Cord, gold color.

personal knowledge rather than hearsay. The matter now rests in your own hands. Will you be humbugged, or will you act

"A HORSE! A HORSE!! MY KINGDOM FOR A HORSE!!!

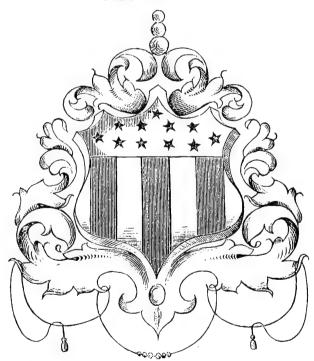
Thus exclaimed the unfortunate monarch when fate and his own rashness had led him to ruin, and left him mad with disappointment, rage and terror. The coach trimmer can appreciate this language of the unfortunate Dane, for a bad horse is next to none, and no one has suffered more from the want of an effective one. I have sat many an hour trying to invent some method by which a stitcher could be so constructed as to dispense with the ordinary obstructions inside of the jaws. In my meditations I have created many an airy form with jaws distended, hitching something to nothing, until I have dropped off into dreams. Finally I concluded to turn old fogy, and use the same old ways of doing that my progenitors handed down to me. But the thing has at last turned up. In your last I find a drawing of a stitcher, which leaves the inside of the jaws unobstructed, and at the same time (as I find by actual experiment) works better than the old fashioned horse.

Now, the fact is, I am deeply mortified—actually mad—to think that I have studied so long and ardently; have piled up complications and hitched together airy nothings so long without accomplishing anything, and now somebody (who is he?) has stepped right in with a simple, a contemptibly simple little arrangement that accomplishes it all. If he had patented this arrangement, or made a "blow" about it, I should have felt better. But no matter; this is a fast age.

PAINTING DEPARTMENT.

JAMES SCOTT, EDITOR.

ORNAMENT NO. 1.



This design is suitable for the crest-panels of coaches, opera-

COESCA



Cupid-white, Naples yellow, and scarlet lake. In shading, use marine or permanent blue and ivory black, mixed with the first color. Basket-Burnt umber, with a little white or Naples yellow. Flowers--Pink, white, yellow, purple, blue and red. Leaves green, of course. The directions for the scroll work of No. 1 will apply to this also. In giving these hints as to the manner of coloring, &c., we wish to be distinctly understood as having no intention of fettering the taste or judgment of those of our fellow-craftsmen who may see proper to use our designs; on the contrary, we say to all, use them as your fancy or experience may dictate.

PENCILS.

In answer to inquiries as to the kind of pencils best adapted for ornamenting purposes, we would state, that in our estimation, camel hair is decidedly preferable to sable for all ordinary work. It is softer, more pliable, and will cover better. In selecting pencils, be careful to take those having good points. They are generally made in a cheap, flimsy manner, and "picking" is absolutely necessary. We would also advise the use of camel opinions of many painters; nevertheless, we say try it.

GOLD SIZE.

 Λ good and quick drying gold size may be made as follows: Two parts English varnish and one part japan dryer. Add sufficient chrome yellow to color slightly. If too thick to work well, thin with turpentine.

As some knowledge of gilding is of much importance to all carriage-painters, we shall take occasion to throw some light upon the subject at some future time, when we have more space at our command.

DRYING OIL.

conveniently prepared by shaking up raw oil with litharge, in a is American vermillion put in japan. phial for a day or two, and allowing it to clear itself.

PLAIN PAINTING.—CHEMISTRY OF COLORS, &C.

CONTINUED.

Vermillion.-The most delicate of all the light reds is vermillion, obtained from the red sulphuret commonly known by the name of cinnabar. Although cinnabar is found in a natural state, being the substance from which mercury is usually extracted, vermillion is generally manufactured from the mercury rather than from the cinnabar direct. The process of manufacture is very simple.

Melt 6 oz's sulphur in a ladle, then put 2 lbs. of mercury into a chamois leather or a double linen cloth, and squeeze it into the test of a good workman to be able to paint lake. melted brimstone, stirring them at the same time with a wooden

spattula until they are well combined, forming a substance the same as natural cinnabar. When the mass is cold, beat it to a powder, and sublime it in a glass vessel with a worm-like top, over a strong When the ascending fumes will form an incrustation on the top of the vessel, which reduced to a fine powder, is vermillion. The body of vermillion is very delicate, and will grind as fine as oil itself. No color looks better, works smoother, bears a better body, or goes further when mixed in a proper manner.

It is not unfrequently debased by a mixture of red lead. To detect this adulteration, place a portion of it upon a piece of red hot iron; if pure, it will evaporate entirely; if not, there will be an earthy residue. Vermillion should never be Vermillion should never be ground, as it destroys its brilliancy, and furthermore the labor of so doing is lost, as it cannot be made finer by grinding. Some workmen object to this color on account of its sinking or settling, and to overcome this, use varnish with it; a wrong method. Mix one-half oil and japan, then thin with turpentine, and it will dry firm in twenty-four hours, and will be durable.

Minimum or Red Lead .- This color is made by first reducing common lead by calcining to an oxide on litharge, which being ground to powder, is put into a hot furnace and continually stirred with an iron rake. The color becomes a pale red. The grinding of red lead to a proper degree of fineness, is very laborious and difficult, it being naturally very sandy and harsh. When, however, it is once well ground, it is brighter than any red in general use; it bears a good body in oil, and binds fast and firm; it has likewise the advantage of drying readily. In making orange color, this article is invaluable. If none of our painters have ever tried the experiment, let them try to make an hair for stripers. This, we are aware, is at variance with the orange tint without red lead, in which but two colors are used.

Either of the following receipts will produce a sort of an orange. Burnt senna and chrome yellow on vermillion, or chrome yellow on carmine and yellow. Still it is not a perfect orange; the richness, depth and brilliancy are wanting. But red lead and chrone yellow produce the veritable tint, and supplys all the deficiencies of the others.

Red lead is also used in the manufacture of japans, and in the painting of farm wagons and other coarse vehicles and impliments, its durability cannot be surpassed.

Other Reds.—Among them, I may mention those, as in use among painters. English vermillion and Prussian red; English vermillion is (by those acquainted with it) preferred to the China vermillion; it is cheaper and far more brilliant. It is hard to A writer in the Art Journal remarks, that drying oil may be get-a genuine article of Chinese vermillion, as the greater part

> India Red, or Crocus.—This is obtained from a sea weed, burnt; and was much used by coach painters, (mixed with three parts black) in making dark and light chocolates before Lake was introduced. It is very durable—will not fade, and as all dark colors are in good taste, this will again become very popular with coach painters, when the utter worthlessness of lake becomes generally known to the public.

Lake .- A very beautiful dark crimson-very transparent; and we regret to say, very fading color, more so than any color known, (rose pink excepted) is Lake. A color fit only for chair painting, but used by many manufacturers quite extensively in the painting of carriage parts, from the fact of its being showy

A former writer in the Magazine, has asserted that it is the

This is absurd; as the painting of any one color well does not



test a man's general ability as a painter, it merely shows that he handling it. Again, we have had boys but a short time at the instead of using less they use three times the quantity. I would trade, who could paint it well, because they had learned how; not give a cent for Japan that will not hold color. though they were far from being general workmen at coach painting. When lake was first being used for coach painting, the difficulty was this: that opaque colors had alone been used hence, but few coach painters knew anything about transparent body colors, and lake being transparent, they knew very little about applying it so as to make it cover properly.

This matter is now better understood; but lest any at present

down the proper method of applying it:

To overcome this transparency and make it cover, first apply slight gloss in from four to five hours

Varnish has been, and is yet used (and kept as a secret by some painters) in the place of oil, to prevent this color from turning red. We disapprove of this, as it makes the work dirty and rough, spoiling all surface; and worse, scales off in a short

time, leaving the lead visible.

The practice of using varnish in the place of oil (aside from the old method of color varnishing) is another which we cannot approve, as it is but one of the many ways of painting in distemper, and is neither durable or proper. Oil is the basis of all durable color, and should never be omitted in preparing color for coach painting. Mixing colors in Japan is also bad, as itimpairs its durability; although workmen often do it when drove with work, in which case no fault is due the workmen if it does

The manner of preparing lake in our next.

For the Painting Department.

A VALUABLE RECEIPT—JAPAN DRYER.

To make 10 gallons, take of Red Lead,	$3\frac{1}{2}$ lbs.
Litharge,	31 "
Raw Umber,	14 "
Sugar of Lead,	1 "
Sulphate of Zinc,	3 "
Pulverize together, and boil in 5 gallons of linseed	oil over a
charcoal fire from five to eight hours. When cooked	and cooled

REMARKS.—A good article of Japan is an invaluable article in a coach shop. But how many there are who have to rely effect as the clear oil. Fill a deep tin cup with varnish, and entirely upon what they buy and know but little if anything suspend the brushes on a wire, resting across the top; have about what they are using, and the greater part of the stuff that is sold for Japan, is, in reality, not worth shop room.

a little, add sufficient turpentine to reduce to a proper consistency.

of; and when he knows that he has a good article, he has got gum and other matter which settles there. something that he can depend on. But there is many a young man who, after serving a long apprenticeship, could not make a last of a keg or can. This it would be well enough to strain, batch of Japan for the simple reason that it has always been if you want to use it on new work. A piece of fine linen of furnished him, and he has perhaps never questioned himself or open texture will answer the purpose. any one else, as to its properties or its manufacture.

What a predicament an individual of that kind would find himself in were he to go to a shop where he would be required

to make his owe Japan.

I gave this receipt to a friend who is an eminent painter, and he declares that it is the best article of Japan he ever used, and Department of your Magazine, please give his modus operandi that he would not take 20 dollars for the receipt. In speaking of making putty for filling nail and screw holes in bodies, that of it, he remarked that the putting in of gum shelaek, was all will not be swelling after the job is run out, and sometimes a hoax.

Some persons reduce their Japan with turpentine, thinking is acquainted with the use of the color in which he excels. We that their hands will use it too freely, and that by so doing they were acquainted with many eminent coach painters before the will make it go farther; and that, too, when the Japan was no introduction of lake, and many who, on its coming into use, better than the turpentine with which it is reduced. This by remained ignorant of its nature, and the proper method of weakening destroys the essential properties of the Japan, so that

G. PURCELL "DANBER."

For the Painting Department.

A QUERY.

We have encountered a difficulty in varnishing, which we should fail to understand the use of lake, we will proceed to lay have been unable to solve; that is, each coat we put on is We think that the fault is in the varnish. It flows smooth and level when first applied, but as it dries a sandy suba ground color, called by many a "monkey coat;" this is made stance appears on the surface. Perhaps it may be gum loosening from the brush. Tell us how we should keep our varnish all, lampblack is not so good, light foundations will cause the lake to streak. Two foundation coats will do; apply three coats of lake mixed with one part Japan and one part oil, thinning to a working consistency with turpentine. This will dry with a pour next; we will reciprocate the favor by sending you some part of the laws. your next; we will reciprocate the favor by sending you some more names.

Yours, &c.,

S. & H. Yours, &c.,

Amelia, O., May 10th, 1857.

[Our townsman and very talented correspondent, Mr. James Scott, by request, furnished the following answer to the above Guery: 1

The lumps you speak of, undoubtedly come from the brush. I have never yet, in the course of my experience, seen varnish act in the manner you describe, although I have seen it cut many strange and unaccountable antics, such as pitting, shriveling, settling so quick that it would almost pull the bristles out of the brush to "spread" it, and various other capers, which I have heard call forth from certain profane knights of the brush, very naughty "cusses," long, loud, and bitter, in which varnish, varnish-makers, and all hands, were consigned to a certain

sultry country not laid down in the maps. In your case, my advice would be, to clean your brushes thoroughly in the following manner: Take a little clean varnish in a cup, dip the brush in, and scrape it over the blade of a pallet-knife, having a second cup to receive the drippings. Repeat the operation for at least fifteen, or twenty minutes, renewing the clean varnish at intervals, and I think the difficulty you complain of will cease to exist. If you don't succed the first time, try again. I know by experience, that it is no easy matter to clean a varnish brush, but perseverance in the above described method will do it. The gum which always collects at the butt of brushes, becomes loosened by cleansing in turpentine, or keeping them in oil. In my opinion, the best way to keep varnish tools is in varnish. Some painters mix oil with it, but this I don't approve of, as it has, in a measure, the same them immersed sufficiently to cover the bristles; never allow them to rest on the bottom of the cup, as it will not only twist Every painter ought to know how and what his Japan is made and flatten the points, but they will gather all the particles of

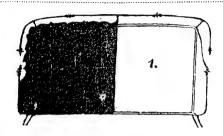
It is very seldom necessary to strain varnish, unless it is the

For the Painting Department.

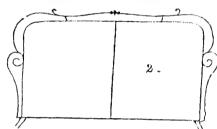
MR. SALADEE—Sir:—Will the contributor to the Painting A SUBSCRIBER. sooner, and oblige

IRONING DEPARTMENT.

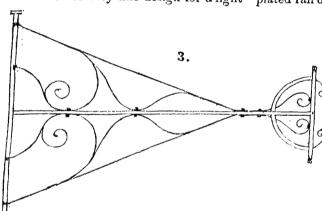
H. PRINGLE, EDITOR.

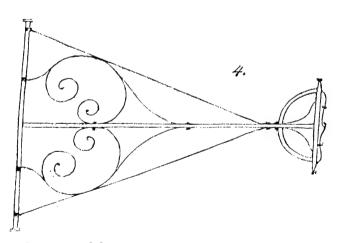


An entirely original design for a dash. The side frame has two collars welded into it, which are plated and left exposed after the leather is stitched on the dash, to serve for a hand bolt.



This is another very fine design for a light "plated rail dash.





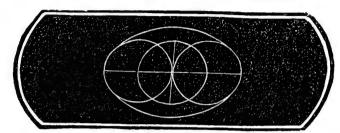
The above are elaborately finished scroll stays, well adapted for light fancy work.

A NEW KIND OF A VISE .- Mr. Morris, of Pittsburgh, Pa., is about to commence the manufacture of a new and improved to learn more about Law and his scheme, may have his wishes parallel, adjustable, wrought iron vise, for the use of carriage-gratified by a perusal of Mackay's Memoirs of Extraordinary ironers and others. We have had an opportunity of examining Delusions, Vol. 1.

& Design

one of these ingenious pieces of mechanism, and must say, that we think that for simplicity and utility it has no equal. shall present this matter more fully to our readers at some fu-

ANOTHER CHAPTER ON OVALS.



Some time since, the editor of the "Trimming Department' gave us his mode of striking ovals, and since that time quite a number of ovals have appeared, drawn by different contributors. The oval first given is no doubt the most correct mathematical oval that can be drawn, but we think the one here given will compare favorably with any other compass oval that has as yet appeared. It is simple, and its proportions are peculiarly well adapted for what we would term a carriage oval. It is drawn in the following simple manner: First, draw the major axle, then strike three compass circles as shown. Next strike the minor axle, then set the compass point at the junction of it with centre circle, and strike the sweep on the opposite side, and by reversing the instrument, the oval is complete, as shown in the engraving.

WANTS.

Wanted—A situation as foreman of a Trimming Shop. Would take the foremanship of an entire Factory if desired. The best of references given if required. Address O. G. Ent, Sligo, Ohio.

Wanted—Two Carriage-Ironers, good workmen, to whom steady employment will be given. Address W. B. Gorton, Kinsman, Trumbull County, Ohio.

LAW'S MISSISSIPPI SCHEME, AND A LADY'S STRATAGEM.— In the year 1719, John Law concocted his great Mississippi scheme. Such was the mania in the public mind for speedily becoming rich, that Law could not enter in his books the applications for stock, as fast as his anxious customers presented themselves at his office. In this dilemma—for such it was then considered-"a lady who had striven in vain during several days, gave up in despair all attempts to see him at his own house, but ordered her coachman to keep a strict watch whenever she was out in her carriage, and if he saw Mr. Itaw coming, to drive against a post and upset her. The coachman promised obedience, and for three days the lady was driven incessantly through the town, praying inwardly for the opportunity to be overturned. At last she espied Mr. Law, and pulling the string called out to the coachman, 'upset us now! for God's sake, upset us now!' The coachman drove against a post, the lady screamed, the coach was overturned, and Law, who had seen the accident, hastened to the spot to render assistance. The cunning dame was led into the Hotel de Soissons, where she soon recovered from her fright, and, after apologizing to Mr. Law, cenfessed her stratagem. Law smiled, and entered the lady in his books as the purchaser of a quantity of India stocks." The curious reader, who may be desirous E. M. S.

6000 (M

THE

COACH-MAKERS' MONTHLY DIRECTORY.

TERMS OF ADVERTISING IN THE DIRECTORY:

Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

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THEY POSSESS DOUBLE THE STRENGTH, cose, weigh 30 lbs. for the lightest open, and 50 lbs. for the heaviest top buggies, which are furnished at the following list of prices, the first of which is a Sulky Spring, which is the only Spring ever brought before the public that is well adapted to a Sulky.

Sulky Springs\$10 (00
Open Buggy Springs 15 (D(
Top " 16 ()(
Top " 16 (Slide Seat " 17 (n(
Four Passenger	
Six " 22 (
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OWES ITS POPULARITY TO THE FACT OF ITS LOOKING BETTER,

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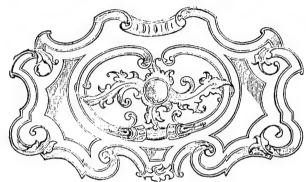
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KEEP CONSTANTLY ON HAND A FULL ASsortment of Coach Laces, Fringes, Cloths, Rattinetts, Damasks, Springs, Axles, Felloes, Spokes, Hubs, Curtain Cloth of all kinds, Curled Hair, Moss, Enameled and Patent Leather, Fly Netts, Harness Msuntings, &c. March-1857.

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DEALER IN EVERY DESCRIPTION OF

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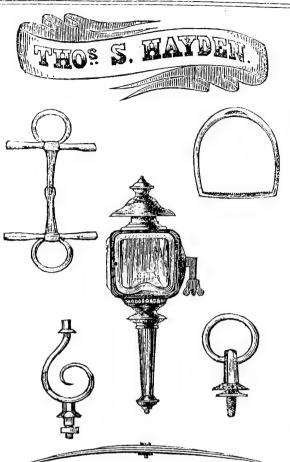
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[Dec.1856]



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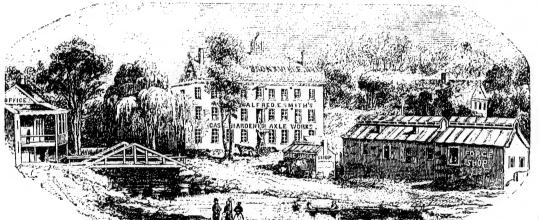
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Coach, Harness, and Trunk-Makers' Varnishes. Saddlers' Harness, and Trunk-Makers' Coach.

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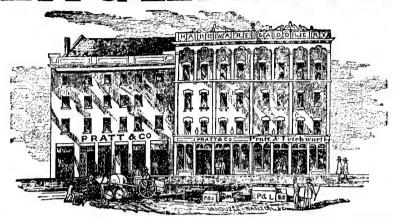
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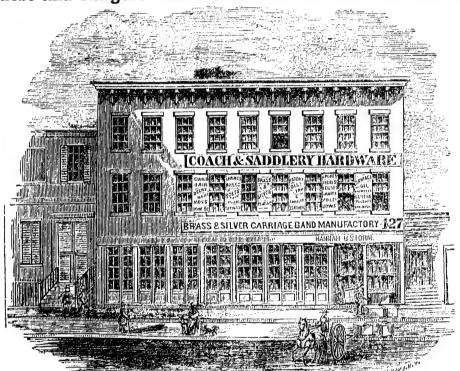
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Oldest and Largest Establishment of the kind in the U.S.



HAVING purchased of Mr. Charles Pearl, his entire interest in the above establishment, we would respectfully call the attention of Dealers and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and style of Carriage Hub Band, constantly on hand. We also manufacture extensively from superior timber, well-seasoned Bent Felloes, Shafts, Poles, and Turned Spokes, and Seat Rounds or Spindles of every style.

Terms—Six months for approved paper, or five per cent. off for Cash.

Feb., 1857.

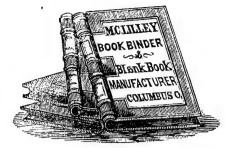
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On an entirely New Principle.

It will last as long as a Carriage to which it is applied, without costing

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As a trial of more than two years abundantly proves.

Boxes containing ½ dozen setts or more, sent to any part of the United States or Canadas at \$1,50 per set.

TERMS—Cash. All orders must be ad-J. D. SARVEN, dressed to July-1857 Columbia, Tenn.

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Metal Carriage and Harness Trimmings, of all De-scriptions. Also, Manufacturers of fine Pearl and Ivory Coat and Vest Buttons. WATERBURY, CONN.

July-1857

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MANUFACTURERS OF

HUBS, SPOKES, FELLOES & WHEELS

Of every description. Also, manufacturers of

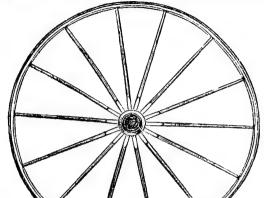
Ward's Spoke Turning Machine,

Universally acknowledged the best and cheapest Spoke Lathe now in use. Orders respectfully solicited.

NELSON FULLER, Pres't of the Company.

July-1857

The Greatest Improvement of the Age! Tacks, Gimp-Tacks, Brads, Finish-

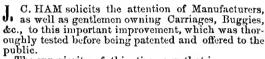


ASHE'S IMPROVED WHEEL TIRE PATENTED JULY 1ST, 1856, BY WM. A. ASHE, ASSIGNED TO

JOHN C. HAM,

MANUFACTURER OF

Carriages, 358 Broadway, N. Y.



The superiority of this tire over that in common use will be manifest to the most casual observer, while the manufacturer and amateur cannot fail to appreci-

the manufacturer and amateur cannot fail to appreciate its true merits—the first of which is, that it requires no bolts to fasten the tire to the felloe, leaving that in its full strength, besides being a saving of the bolts and the time for boring and fitting.

Secondly, the tire having internally a raised bead in the centre, fitting into a groove on the periphery or external surface of the felloe, acts as a key at the sections of the felloe, preventing their wearing or bending. Thirdly, in resetting one of these tires, there being no bolt holes, and none to be made, the wheels or felloes will not, as with the old tire, be weakened with a multiplicity of holes, but as solid as it ever was.

Mr. Ham is ready to make arrangements with Coach

Mr. Ham is ready to make arrangements with Coach Manufacturers for the sale of Town, County and State Rights, for



John C. Ham is now ready to furnish the iron for the above patent, which comes as low as any good tire iron that is used. He is also prepared to build any kind of Carriage with the above improved wheel tire. The Wheel and Tire will be found at his place of business, where he invites the public to call and examine it.

CAUTION. All persons are cautioned against infringing the above mentioned Patent.

Parties purchasing a Right will be furnished in large or small quantities with the Tire Iron stamped "Ashe's Patent, July 1st, 1856, J. C. Ham, Proprietor," at the rate of one hundred dollars per ton. The above engraving will serve to illustrate the application of the tire to the rim. The groove is cut with a Plane or Router, which J. C. Ham will furnish for \$2,00. The following are some of the advantages claimed in this improvement: 1st—Obviating the use of the ordinary number of bolts. 2nd—Preventing the tire from slipping. 3d—Straightening the rim, if crooked. 4th—Time saved in its application. 5th—From \$2 to \$3 saved in every set of wheels to which this tire is applied. 6th—Is lighter and stronger; and 7th—Imparts to the wheel a better appearance.

All iron manufacturers are authorized to roll this iron, so that it can be had with as much facility as that of the ordinary kind. Mr. Ham will sell shop rights at the following low rates, and gives a reasonable credit, viz:

Where 10 hands are applaced.

cuit,	VIZ:																													
Whe	re 10	hands	are	employe	d.,																						. :	\$ 125	00	
•••	20	•••		., -																								200	00	
**	30			"																								275	00	
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The	tire c	an be s	cen o	n wheels	$^{\mathrm{at}}$	Mı	٠.	H	am	'8	\mathbf{R}	ep	osit	orv	that	: ha	ve	bee	n i	rur	ı fo	ro	ner	on	e 21	ear		nd a	white	٥ħ

will at once show the purchaser that it is what it purports to be, the best improvement of the age, in carriage wheels. Address J. C. Ham, as above.

[July-1857] [July-1857.]

J. B. BROMLEY.

C. F. DIBBLE.

B S. PARDEE.

AT IVES STATION, HAMDEN, CONNECTICUT,

(Post Office Address, Mount Carmel, Connecticut,)

MANUFACTURERS OF ALL KINDS OF

CARRIAGE, CUACH, AND SADDL BRASS, ELECTRO, CLOSE PLATED, AND JAPANNED.

DEALERS are respectfully invited to call and examine our large and varied assortment of patterns, for nearly every description of Carriage and Harness Mountings, to which we are continually making novel and desirable additions. Among our new goods, we would invite especial attention to our improved styles of Screw Cap and Bridgeport Bands. Also, to our Octagon Front Screw Cap Band, which, while it designedly serves the purpose of a step, is also the most showy and beautiful Coach Band ever invented.

Those wishing a more minute description.

These Bands are not made by any other Establishment.

Orders to any amount filled at short notice, and particular attention given to Packing and Shipping.

Terms and Price Lists sent by mail to Dealers only. All Communications addressed to us as above, will Chess & Wilson, 119 Water Street, Pittsreceive instant attention. [March, 1857.

ing Nails, Hot Pressed Nuts and Washers.

CHESS, WILSON & CO.,

119 Water Street, Pittsburgh, Pa.

MANUFACTURERS OF

TACKS, BRADS,

ALSO, AGENTS FOR THE SALE OF

Sterling & Co.'s Hot Pressed Nuts and Washers.

WE WOULD SAY TO COACH-TRIMmers, Saddlers, and others using tacks, that having been engaged in the manufacture of this article for a number of years, and having experimented quite extensively upon the various processes of manufacture, and the different kinds of iron to be used in order to make a tack strong and malleable, we flatter ourselves that we can now give entire satisfaction to all who may purchase our goods. It is of course impossible to sell first class Juniata refined iron Tacks to all Hardware dealers, until they are crowded into their purchase by the demands of their customers. But our common brands are superior to any other manufacture, as they are made from the toughest quality of iron, and cut from rolled metal, so as to get them lengthwise of the grain rather than across, as they are usually cut, but our refined brands will all clinch, if necessary.

Those who want a tack that is full weight, that are perfectly malleable and tough without waste, and unmixed with dust and scales, should be sure to inquire for Chess & Wilson's Juniata Refined Tack, which, if genuine, will be stamped upon the label attached to each paper.

Brads, Finishing, and Clout Nails of every description, and of the very best quality, manufactured by us.

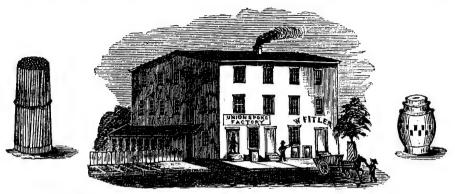
Also, the Malleable Cut Nail, which has superceded the German Wrought Nail—the smoothest and toughest nail in the worldmanufactured by us and sold at wholesale to dealers and others.

Hot pressed Nuts and Washers of every shap, size, and description, from the lightest used on carriages, to the heaviest used on locomotive work-the toughest, smoothest, and cheapest article that is manufactured, kept on hand in sufficient quantity to fill the largest

Those wishing a more minute description of our articles, will receive a catalogue of sizes, burg, Pa. [July-1857



Philadelphia Union Spoke and Hub Manufactory.



SPOKES

Of every variety kept constantly on hand. Our stock of finished work is very extensive, so that we are at all times prepared to fill Orders at short notice.

Stock selected with the greatest care, and from the best that the country affords.

Any quantity of the very choicest white hickory and second-growth Timber will be found at our mammoth establishment. ELDREGE & FITLER, Philadelphia. June-1857

The Greatest Improvement of the Age!

MCELROY'S Patent Elliptic C Spring and Coupling.

The Best and Cheapest method of constructing pleasure Vehicles ever discovered.

IMPORTANT TO

Carriage Ironers and others in the

Iron Business.

HIRAM ABBOTT'S

UPSETTING MACHINE.

The Best and Cheapest method of constructing pleasure Vehicles ever discovered.

This olf shainoned C Spring stands acknowledged as without a vehicle of the properties of the

J. M. CORNWELL

SAMUEL KERR

CORNWELL & KERR, Silver and Brass Platers,

AND MANUFACTURERS OF

SADDLERY HARDWARE.

No. 3 St. Clair Street, near the Bridge,
PITTSBURGH, PA.

Auburn Coach Lace.

HAYDEN & LETCHWORTH, MANUFACTURERS OF

SILK & WORSTED LACES, AUBURN, N. Y.

Makers, Importors, and Dealers in Harness and Carriage Trimmings, and Hardware of every description.

July-1857

T. SMITH & CO.,

54 Beekman Street, New York,
WHOLESALE MANUFACTURERS OF
EVERY DESCRIPTION OF

RIDING SADDLES.

Which are offered to the trade on the most reasonable terms. We feel confident that we can furnish Saddles of every kind, to Southern and Western Saddlers at a much lower price than they can make the same article for.

Orders solicited and promptly attended to. July-1857.

CHAS. G. HARMER. JNO. P. HAYS. HENRY HANNAH.

HARMER, HAYS & CO.,

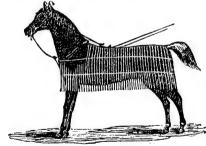
SADDLERY & TRUNK HARDWARE, HOOP IRON, ENGLISH BRIDLES,

Kerseys, Patent Leather, &c.

NO. 72 BEEKMAN ST.,
(Lato 273 Pearl Street,)
NE W YOR K.

The attention of Coach Hardware and Saddlery Dealers is respectfully called to this Establishment. [May-1857]

KIDDER & BROTHER,



260 Pearl Street.

YORK, W

Manufacturers of every description of KERSEY, WOOLEN AND LINEN

Fly Nets & Neck Cords. Every variety of

EAR TASSELS, REIN WEB AND WEB HALTERS.

Wholesale and retail.

[July-1857

Great Western Book Depot.



WERY DESCRIPTION OF MECHANICAL WORKS WILL BE FOUND AT THIS House, which will be sent by Mail to any part of the United States and Canada, free of postage. Also, a large variety of all the popular Books now published. Address

P. S. Catalogue of Books and Prices sent to any person requesting it.

Carriage Hordward and Trimmings.

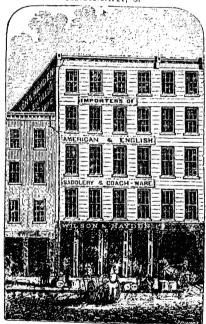
P. S. Catalogue of Books and Prices sent to any person requesting it. [May-1857

WILSON & HAYDEN,

SADDLERY HARDWARE

CARRIAGE FURNITURE.

Nos. 22 and 24 Main Street, CINCINNATI, O.



Patent Collar Leather and Dosh leadingr, Black and Fancy Enamed Cloth, Japan'd and Enamed Cloths, Damasks, Cloths, Laces, Pringes, Springs, Axles, Malloable from Pedicos, Bown, Spokes, and Hubs, and overy other article used in the manufacture of Carriages.

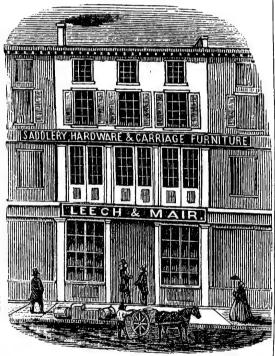
Agents for Noble's & Hoar's London Varnishes and Paints. One of the partness residing in New York, gives us every facility of buying goods upon the very best terms.

May-1857

CARRIAGE TRIMMINGS.

john a. Cardner.

LEECH & MAIR,



No. 127 Wood Street,

PITTSBURGH, PA.

IMPORTERS AND DEALERS IN

CARRIAGE TRIMMINGS.

S11Ver Plater,

S12 Bowery, between Hester & Walker Sts., N. Y.

MANUFACTURES TO ORDER, AND KEEPS CONditional States of Plated Garriage Hardware and Trimmings. Saddle and Harness Makers will also find a full assortment of Tevrets, Hooks, &c., of the latest styles.

179 Dashos, Axlo-mils, and on very reasonable terms. Please give me a call.

April-1857

May-1857

COACH LACE CO.,



John St., near Spring Perch Factory, BRIDGEPORT, CONN.

MANUFACTURERS OF

Coach Lace and Fringe, ROPE & TASSELS, SPEAKING TUBES,

FOOTMEN'S HOLDERS

Carriage Hardware and Trimmings. F. S. DRISCOLL & CO.,

Have taken the White Marble Store,

NO. 94 BOWERY, BETWEEN GRAND AND HESTER STS.,

NEW YORKS Where they have constantly on hand a general assortment of

Wagon Materials,

Carriage Springs, Axles, Hubs, Spokes, Rims, Top Bows, Shaffs, Patent and Enameled Leather, Dash and Flap Leather, Enameled Cloth, Carriage Cloth, Oil Cloth, Coach Lace, Coach Lamps, Varnish, Philadel-phia Carriage Bolts, Malable Iron, &c., &c. CONSISTING IN PART OF

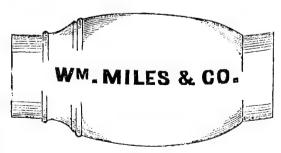
F. S. DRISCOLL & CO.,

V OULD respectfully call the attention of Carriage-Makers and Wheelwrights to their well assorted Stock of Carriage Goods, which they are prepared to sell at Low Figures. Having had thirteen years experience in the business, and being well acquainted with the wants of the trade, they flatter themselves that they will be able to give satisfaction to their customers. Please favor us with a call before purchasing elsewhere.

F. S. DRISCOLL & CO. March-1857.

WILLIAM MILES.

WILLIAM JAMES.

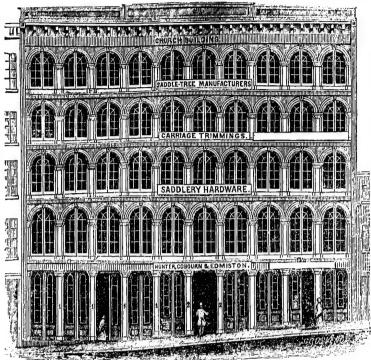


NEWARK COACH HUB MANUFACTORY.

THE MOST EXTENSIVE ESTABLISHMENT OF the kind in the United States. Always on hand from 30,000 to 40,000 sets of Elex, Gum and Oak Hubs, of all sizes, from 215 to 20 inches in diameter, and proportionate lengths, and suitable for every description of work. Our large stock onables us to fill orders of any extent with the greatest possible dispatch.

Feb-1257 Rear 376 Broad St., Newark, N. J.

The Coach-Makers' Great Western Depot.



HUNTER, EDMESTON & CO., IMPORTERS AND MANUFACTURERS OF

SADDLERY HARDWARE, CARRIAGE TRIMMINGS, SADDLE TREES, LEATHER, SPRINGS, AXLES, &c.,

No. 2, Church Building,

Walnut Street, between 3d & 4th,

UR arrangements are to have daily receipts of new and fashionable goods in every department of our business at very low prices. If Particular attention given to Orders.

JOSEPH TROTMAN, SADDLE-TREE

MANUFACTURER.

413 West Sixth Street, opposite Cutter, CINCINNATI, O.

N. B. All Orders punctually attended to.

[July-1857

C. FRAZER.

FRAZER & BURNS,

SADDLERY HARDWARE,

Proprietors and Patentees of the

Adjusting Trees, Hames & Buckles. July-1857

John Tennis & Co., EXCLUSIVE WHOLESALE DEALERS IN

FOREIGN & DOMESTIC

ALSO, EXTENSIVE DEALERS IN CARRIAGE & HARNESS TRIMMINGS, Cleveland, Ohio.

Nov-1856

New Saddlery Hardware and Carriage Trimming House.

M'WHINEY, HARE & CO., IMPORTERS AND WHOLESALE AND RETAIL DEALERS IN

FOREIGN & DOMESTIC SADDLERY HARDWARE

AND

CARRIAGE TRIMMINGS, No. 135 Wood Street, Pittsburgh, Pa

No. 135 Wood Street, Pittsburgh, Pa.,
WHERE WILL BE FOUND A COMPLETE ASwestment of all Goods used by Conch-Makers and Harness
Makers and Saddlers, which have been purchased direct from
the manufacturers, and selected wtigraet care as to quality,
which we will sell to eash and prompt time buyors below the
usual market raies. Our arrangements with the manufacturers and ble us to have constantly on hand the newest and
most fashionable Goods in every department of our business,
at year low prices.

J. Y. M'LAUGHLIN & CO.,

TANNERS, AND MANUFACTURERS OF Japanned Grain Skirting, DASH, COLLAR, RAILING, ENAMELED HIDES,

And every description of

FANCY COLORED LEATHER.

Pittsburgh, Pa.

N. B. PARTIES VISITING THE CITY by taking a Lawrenceville Commibus at the corner of Fifth and Market streets. Our leather can be seen and orders left with R. M. Leech, Jr., 127 Wood street.

[Feb. 1857.

JAMES PIERSON & CO.,

Coach Varnishes,

Railroad Avenue, Cor. Chestnut Street, NEWARK, N. J.

To compete in qualities and prices with Nobles & Hoares English Varnishes.

DANIEL PRICE.

THEO. BOND.

CHAS. C. PRICE.

PRICE, BOND & CO.,

Copal Varnish

MANUFACTURERS,

MANUFACTURERS,
275 Railrond Avenue, Newark, N. J.
OUR SENIOR PARTNER, MR. PRICE, HAS BEEN
of the woll known House of Bigelow & Price, from its
commencement, up to July 1st, 1856, and our Mr. Bond from
the House of D. Price, Fitzgerald & Go.
Wo therefore flatter ourselves, that from a long experience
in this particular branch of business, we shall be enabled to
give entire satisfaction to purchasers, Wowould respectfully
call attention to the following list of the most prominent
kinds, but more particularly to our Goneh Varnishes, to which
we challenge competition from any and every quarter, viz:
Elastic, or initiation English Coach-body Varnish, for Railroad Gars, Ounibusses and Goaches;
Wearing Goach-Body,
Hard drying Goach-Body,
Coach-Body,
No. 1 Coach or Carriage,

" "
White Gopal,
Damar,
Bluet and Brown Langes

Damar,
Black and Brown Japans,
Together with all the varieties of Furniture Varnishes.
Newark, Feb 1, 1857.

MENKY OLNWAUSEN. Silver, Brass, and Princes Metal erere.

No. 1 Exchange Block, Broad Street,

WOULD respectfully inform the Public that he is prepared to do all kind of Plating in his line, finished in the best style, and is confident that his work will most general satisfaction.

Special attention will be devoted to Coach work. Coach irons from any part of the United States conveyed by express or otherwise, to me, will be promptly plated and returned at a short time. Terms for Goach plating, 6 cts. per inch.

HENRY OLNHAUSEN.

Blake, Williams & Go., Columbus, Ohio, E. & H. F. Booth, "Wm. Bander, Gircleville, "R. Wisster, Ghillicothe, Gohn Withelm, Wooster."

April-1857

Great Western Bolt Works,

Corner of Western Row and Betts sts., Cincinnati, Ohio.

S. T. J. COLEMAN,

MANUFACTURER OF

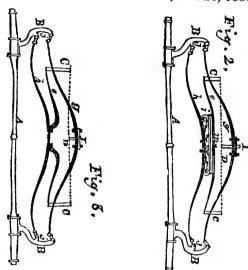
COACH AND CARRIAGE BOLTS,

Turned Collars, Machine Bolts, Six Sided Nuts, Pump Bolts, Bridge Bolts, Water Tank Bolts, Joint Bolts, Steamboat Stirrups, Gauge Cock Stems, &c., &c., &c.,

All from the Pure Sweed Iron, and every one guaran-[jan 1857. teed.

FREEMAN'S PATENT BUGGY.

Patented in the United States, Oct. 21, 1856.



THE SUBSCRIBER WOULD RESPECTFULLY CALL the attention of Coach-Makers and the Public generally, to his improvements in Carriages, (patented as above) a full description and illustration of which may be found in the 2nd No. of the 2d Vol. of the Magazine.

These improvements have, within the last fow months, been thoroughly tested upon every variety of road, and proved by practical demonstration to be an invention of real standard merit, and whore introduced their sale has superceded that of all other buggies. The manufactory at which this carriage was first made and introduced, has, in consequence of the call for these carriages, been doubled in size, and is now found too limited to keep pace with the growing demand. Combining, as they do, unequaled ease of motion, beauty of design, lightness and strength, they cannot but become a universal favorite wherever introduced.

The above engravings show the form and arrangements of the Spring, and the method of langing the body. For a full description and illustration of the invention, see page 14 and Plate V, Vol. 2, of this Magazine.

The subscriber now offers this invention to the Public, with a feeling of confidence, that the purchasers will feel satisfied with, and reap a profitable harvest from any investments they may make in it. Rights and licences to manufacture and sell this invention, may be obtained upon reas there all the subscriber at Burford, Brant Co., C. W. DANIEL FREEMAN.

SMITH & VAN HORN,

No. 70 Beckman St., between Pearl & Gold Sts,

NEW YORK.

IMPORTERS OF, AND DEALERS IN

ARRIAGE HALL

CARRIAGE HALL

HAVE ALWA

Springs—all qualities, Axlos—all kinds, Malleable Castings, Carriage Bolts—best and common, Patent Loather, Enameled do., Painted Cloth, Enameled Muslin do., Drills, do., Duck do., Duck do., Duck do., Duck do., Painted Cloth—all colors, Damask—Worsted and Cotton, Orleans Cloth—silk stripe, do., Enameled Sp. Garriage Bows, Bands, Locks, Knobs, Curtain Silks, Silk and Worsted Coach Laco, Garriage Bows, Brussels and Velvet Carpets, Silk and Worsted Coach Laco, Garriage Bows, Brussels and Velvet Carpets, Silk and Worsted Coach Laco, Garriage Bows, Bunds, Serows, Joints, Buggy Wheels, Sand Paper, English Gonch Varnish, American do., Sand Paper, English Black Japan, for Iron Work, Sanders' Axles; all descriptions, Wrought Iron Fifth Wheels, Wrought Iron Fifth Wheels, Send Serom Selected with green selected with green selected with green selected with green mers, will, for qual other in the mark series.

As well as all other articles used in the business, riages.

S. & V. H., from their long experience in the business, think that their stock, which has been selected with great care, and with a view to supply consumers, will, for quality and price, favorably compare with any other in the market, and solicit a trial from Garriage Manufacturers.

English Varnish and Japan put up in 1 Gal. Tin Gans. Price of Garriage Varnish, \$5.—Body do., \$5,75; Japan, \$5,00; Enameled Leather Varnish, \$6 per gallon. [July-1856]

C. N. LOCKWOOD,

(Late Eagles & Lockwood,)

Coach Lamp Manufacturer AND SILVER PLATER.

16 MECHANIC St.,

NEWARK, N. J.

THE LARGEST ASSORTMENT IN THE UNIted States, embracing over 190 different sizes and patterns of Coach and Buggy Lamps.

Engine and Signal Lamps, Coach and Cantel Mouldings, Curtain Frames, Dashes, Railings, Branch Irons, Handles, Pole Hooks; Tuft Nails, &c., &c., constantly on hand at Wholesale and Retail.

CARRIAGE TRIMMINGS. JOHN P. JUBE,

83 Bowery, New York,

Keeps constantly on hand a large assortment of choice Saddlery and Coach Hardware,

Together with a well selected Stock of the most approved Manufacturer's

PATENT LEATHER,

Japanned Curtain Cloth, Warranted Steel Springs, Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bows, Coach Varnish and Japan, Curled Hair, Moss, &c. [June. 1857]

KENNY'S PATENT NOISELESS CARRIAGE IRONS.

Patented July 29th, and Nov. 25th, 1856.

AGENTS:

Geo. N. Davis & Bro., 152 Congress Street, Boston; Mun-on, Morso & Co., 63 Temple Street, New Haven, Conn.

By the application of Vulcanized Rubber and Malleable Iron to the different parts of a Carriage, the continued rattling and constant wear is obviated, and the numerous accidents and detentions occasioned by the Whiffletree Bolts and transient Belts getting out, or breaking off, are prevented.

PRICE LIST-IN SETTS:

	TH BEITS:	- 1
0. 1	Coach Eveners\$1	- 1
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4 3	Comment 44	10
" 3		80
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	Coach Whiffletree Eyes, (in front)	65
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Feb-	1857	18
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SELDEN & LANDPHERE, MANUFACTURERS OF

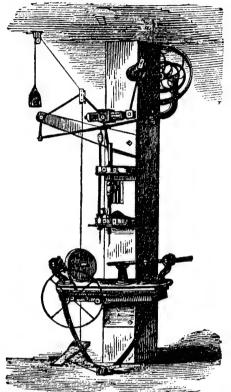
CARRIAGE WHEELS & BOWS, SPOKES HUBS, FELLOES, BENT RIMS,

GEORGE SELDEN, JR., ASA LANDPHERE. Nov-1856

Shafts, &c. ERIE. PA.

LANE & BODLEY,

ARE PREPARED TO FURNISH EVERY ARTICLE OF MACHINERY USED BY CARRIAGE & WAGON MANUFACTURERS.



Daniels' Planers,
Gray & Wood Planers,
Tenoning Machines,
Mortising Machines,
Spoke Machines,
Shafting, Pulleys, &c.

OUR POWER HUB MODERNING MACHINES ARE

Shafting, Pulleys, &c.

Our Power Hub Mortising Machines are Already widely and favorably known, and and we solicit the patronage of the craft for any Machines they may need, feeling assured that we can satisfy the most fastidious mechanic. We would refer to—

Messrs. Royer, Simonton & Co., Hub, Spoke and Wheel Mannfacturers, Cincinnati.

Woodburn, Scott & Co., Hub and Spoke manufacturers, St. Louis.

Mr. Wm. McLain, Hub Manufacturer, Baltimore.
And to our machinery wherever it is in operation.

For descriptive Circulars and Price List, address
Jan-1857

LANE & BODLEY, Cincinnati, Ohio.

B. K. MILLS.

r. wood.



B. K. MILLS & CO.,

MANUFACTURERS OF

COACH LACE, FRINGES, GIMPS, TASSELS, SPEAKING

TUBES, &c.

Bridgeport, Conn.

Orders solicited from Coach-Makers throughout the United States and Canadas. Having the largest Establishment of the kind in New lengland, we are confident that we can render universal satisfaction to all who may favor us with their patronage.

[Jan-1857.

QUINNIPIAC MALLEABLE IRON COMPANY.

MAUDEADUE INVIVUENTALE AND CONN.,

STREET,

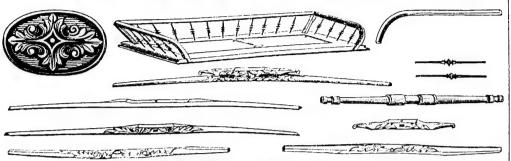
NEW HAVEN, CONN.,

MANUFACTURE MALLEABLE IRON CASTINGS FOR
Carriages, of every description of pattern, and of superior quality.

If Orders respectfully solicited. Address
Feb-1857]

S. J. GOODWIN, Sec'y.

Great Eastern Depot of CARRIAGE TRIMMINGS & SADDLERY HARDWARE



No. 29, Orange Street, New Haven, Conn.,

Manufacture and keep constantly on hand, a large variety of every description of

The attention of Purchasers is especially directed to this House.

OUR CATALOGUE OF CARRIAGE GOODS:

Self-adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Bands, Silver do., Brass Sand Bands, Silver do., Stump Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Hinges, Silver do., Iron do., Solid Brass Handles, Electro Plated do., Sil. close do., Turned Iron Collars, do. Plated, Door Locks, Blind Catches, Brass Inside Handles, Silver do., Lining Nails, Silver, do. Brass, do. Japanned, Ivory Nails, No. 1, do. No. 2, do. No. 3, Brass Terretts, Silver do., Brass Pad Hooks, Silver do., Brass Swivels, Silver do., Ivory Inside Handles Ivory Pull-to Handles, Ivory Sides, do. Knobs, No. 1, do. No. 2, do. No. 3, do. No. 4, Ivory Head Screws, 34, do. 78, do. 1, do. 1/8, Buckles of all kinds, Silver Chas'd Handles, Brass do., Patent Leather, Rubber Cloth, Oil Carpet, Coach Lace, Tufts, Tassals, Tufling Twine, Seaming Cord, COACH LAMPS, Carriage Springs, do. Axles, do. Hubs, do. Spokes, Coach Door Slide Bolts, Coach and Buggy Whiffletrees, Bolts, Malleable Iron, Lead Mouldings, Spring Rollers, Curled Hair, Moss, Buttons of all colors, Mal. Hand Screws, 4 sizes, Knobs, Silver Chased Ornaments, Silk Fringes, Worsted Fringes, Card Plates, with names neatly engraved, all styles.

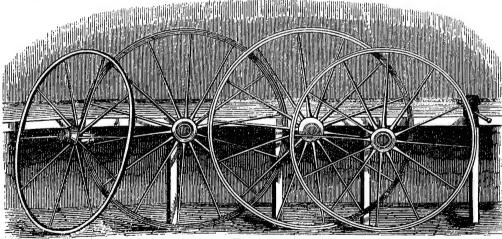
Buggy Seats and Carriage Bows, Carriage Parts Plain, do. Carved, all styles, Seat Sticks, do. Rails, Spokes, Bent Felloes, Hubs, mortised and unmortised, together with other parts belonging to a Carriage

Gearing.

P. S. We would especially call the attention of purchasers to our quality of Eastern Timber, none but the best being used in the manufacture of our wood-works.

[Feb., 1857.]

C. C. & CO.



148, 150 & 152 York Street, Head of Grove, New Haven, Conn., MANUFACTURERS OF

CARRIAGE WHEELS & WHEEL STUFFS. OF EVERY DESCRIPTION. SPOKES, Finished and Unfinished, HUBS, Mortised and Unmortised, BENT RIMS,

SAWED FELLIES, SPRING BARS, Plain and Carved,

WHIFFLETREES, RUNNING PARTS, SEAT STICKS, HANDLES, &C., Always on hand made to Order, of the best Eastern Timber.

HENRY IVES, President,

[Feb. 1857]

HENRY G. LEWIS, Secretary.

CHAPMAN'S Elastic Anti-Rattling

WM. S. CHAPMAN,
Oct. 1-1856] Patentee and Proprietor, Cincinnati, Ohio.

THE TOMLINSON SPRING & AXLE COMPANY,

Cannon St., Bridgeport, Conn.,

MANUFACTURE COACH AND CARRIAGE TEMPdened Springs, Mail, Half Patent and Taper Case-Hardened Axles. We are the owny authorized manufacturers of
E. M. Stratton's Improved Mail Patent Axles. Orders promptly filled on reasonable terms.

RUSSELL TOMLINSON, Pres't,

RUSSELL TOMLINSON, Jr., Treas.

WM. G. LINEBURG, Sec'y, Jan-1857

FRED. ERNST & CO.,

PAINTS, COLORS, BRUSHES & VARNISHES.

Particular attention paid to

Lakes, and Artists' Articles in general. No. 65 Fulton Street, Second Story,

Dec-1856] NEW YORK.

WHEELER BEERS. CALEB B. TICKENER. EDWARD STERLING.

SPRING PERCH COMPANY. JOHN STREET, BRIDGEPORT, CONN.,

COACH & CARRIAGE TEMPERED SPRINGS.

Patent & Half Patent Axles,

TOMLINSON'S PATENT SPRING PERCHES, BANDS, CALASH TRIMMINGS.

Curtain Rollers, &c.

WE RESPECTFULLY SOLIGIT THE PATRONAGE OF those who are making the first class carriages. We believe we have deservedly acquired the reputation of manufacturing the best articles in our line, in the country. Our Springs are made from the best ENGLISH SPRING STEEL, (which is made expressly for us from Swedee's Iron,) and are all thoroughly tested before they leave the Factory. Our Axles are of the best Salisbury Iron, and our Garriage Trimmings are made in the latest and most approved styles.

SPRING PERGH GOMPANY.

Jan-1857 E. STERLING, See'y.

C. D. INGHAM, MANUFACTURER OF

& LIGHT WAGON

Chittenango, Madison Co., N. Y.

GENERAL ASSORTMENT ALWAYS ON HAND,
turned from the very best and selected timber. Orders
Mail supplied to Manufacturers and Donlers, reasonable,
short notice.

Reference in New York City, to the Assistant Editor

STEPHANAS STEARNS,

MANUFACTURER OF

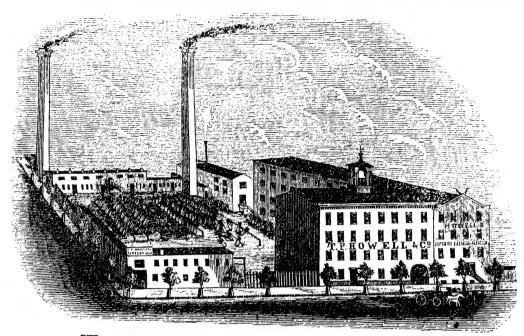
COACH & LIGHT WAGON HUBS,

North Granville, Washington Co., N. Y.

North Granville, Washington Co., N. Y.

E VERY VARIETY OF BEST CARRIAGE HUBS ON Years experience and a section of country productive of the very best quality of timber, enables me to hope to give the fullest satisfaction. References: Enton, Gilbert & Co., and Wm. Lown, Troy, N. Y.; or G. F. Kimball, New Haven, Coun.

The Largest Establishment of the kind in the World.



T. P. HOWELL & CO.,

MANUFACTURERS OF

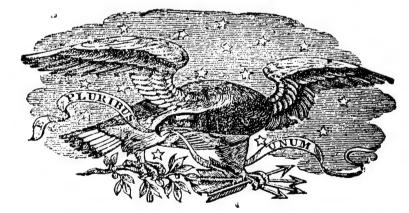
PATENT ENAMELED LEATHER OF EVERY DESCRIPTION.

Block Bounded by New and Wilsey Streets and Morris Canal. WARE ROOM, 218 MARKET ST. NEWARK, N. J.

P. S. The attention of Dealers is respectfully invited to this Establishment.

[March, 1857.

The Great Western



WHEEL, SPOKE, HUB, & FELLOE MANUFACTORY.

ROYER, SIMONTON & CO., MANUFACTURE AND KEEP ALWAYS ON HAND A SUPPLY OF

WHEELS, SPOKES, HUBS, FELLOES, SHAFTS, BOWS, &C.,

Factory No. 375, South side of Third Street, below Smith Street, CINCINNATI, OHIO.

Mr. Simonton being a practical Carriage-Maker, our customers may depend upon having their orders

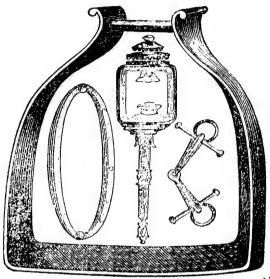
Jan., 1857.

REMOVAL

NO. 49 NORTH THIRD STREET,

To No. 318 Market Street, between Third and Fourth,

Philadelphia.



Having removed from our old location as above, we would respectfully invite your attention to our large and well assorted Stock of

SADDLERY HARDWARE,

Harness Mountings and Carriage Trimmings,

Comprising every variety of Goods used by Saddlers, Harness and Coach-Makers, and of various qualities, which we offer at low prices for Cash or approved paper. We would especially call attention to the very superior qualities of Harness Mountings, manufactured by Mr. Welch, exclusively for ourselves, as being the best made in this country or Europe. Should we be favored with your orders, they will receive our prompt attention. Among our stock will be found the articles enumerated below.

Respectfully yours.

GOFF & PETIRSON.

Stirrups, Bridle Bits, Spurs, Roller-Harness and Bridle

enumerated below. Respectfully yours

GOFF & PETTERSON.

Stirrups, Bridle Bits, Spurs, Roller-Harness and Bridle
Buckles; Wood, Ivory, Gutta Percha and Metal Martingalo
Rings; English Bridle Fillings; Shoo Thread, Saddlers' Silk
and Thread; Saddle Nails, Halter and Trace Chains; Saddle
Troes, Curb Chains, Tacks; Wagon, Buggy and Riding
Hooks,
Horse Brushes, Curry Combs and Cards; Terrets and Hooks,
Swivels, Pad Serows; Iron and Wooden Hames, Snaps; Breeching,
Trace, Pad and Crupper Loops; Trace Hooks and Bolts,
Cockoys; Halter, Breeching and Harress Rings; Brass, Silver,
Worsted and Whalebono Rosettes; Ornaments, Pad and
Gig Trees; Saddler's Toots, Loop Dies and Presses; Pavey's
Harness Composition; Pad and Gig Saddle Housings, and
Bridle Fronts; Fair Calf and Hog Skins and Skivers; Morocco
and Lining Skins; Goat, Buck and Chamois skins; Patent
Skirting, Flap and Dash Leather; Enameled Collar and Railing Leather; Enamel Muslin Black and Colored; Enamel
Drilling and Duck; Horse Blankets and Kereys; Traveling of
Tap Rugs; Plaid Linen for Summer Covers; Princess and Collar Checks; Saddle Cloth and Serges; Worsted and Cotton
Bindings; Girth, Roller and Rein Wobs; Straining, Diaper and
Boot Webs; Gotton, Worsted, Linen and Leather Fly Nets;
Gloths, Damasks and Rainets; Gotalines and Gurtain Conches, Aprings, Axles; Axle Glips and Shackles, Shaft Tips;
Stump Joints, Top Props, Hinges; Pole Yokes and Grabs;
Turned Seat Steks, Hubs, Spokes; Fellors, Boxs,
Poles; Moss, Deers Hair, Curled Rair; Velvet and Tapestry
Lambs, Deers Hair, Gurled Rair; Velvet and Tapestry
Lambs, Deers Hair, Gurled Rair; Velvet and Tapestry
Lambs, Deers Hair, Gurled Rair; Velvet and T

MUNSON, MORSE & CO., NEW HAVEN, CONN.,

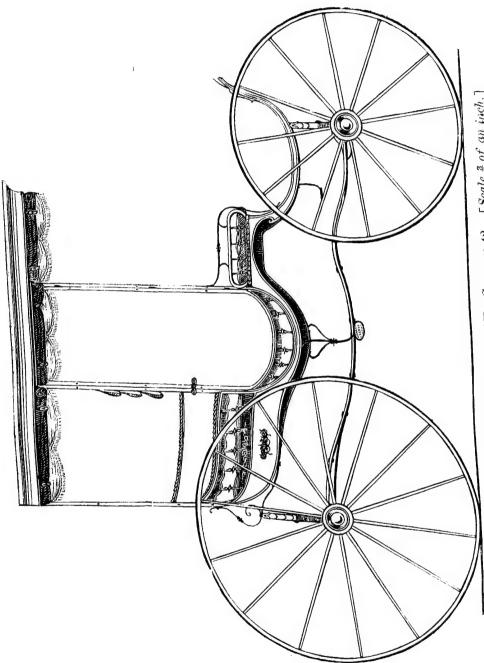
Japanned Saddlery Hardware,

MALLEABLE COACH HINGES, CLAMPS, LATHE DOGS, &c., &c. ALSO, MERRICK'S PATENT IMPROVED SCREW WRENCH.

A GENERAL ASSORTMENT OF MALLEABLE CARriags Castings, kept constantly on hand, from which we are prepared to fill orders promptly. Orders from both Eastern and Western Dealers and Manufacturers solicited. Any person wishing to gain information relative to our Stocks, Prices, &c., will receive a schedule, upon application as above directed, to MUNSON, MORSE & CO., New Haven, Conn.

THE COACH-MAKERS' MAGAZINE--PLATE NO. 27.

AN CONTROL



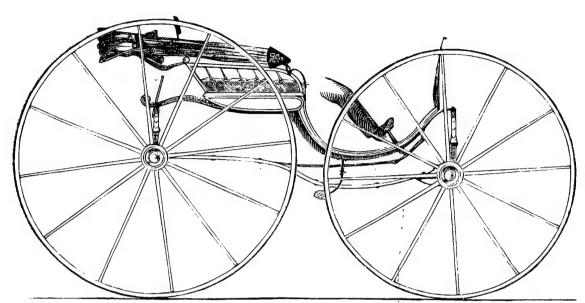
FOUR PASSENGER LIGHT ROCKAWAY.—See page 42. [Scale \$\frac{3}{4}\$ of an inch.]

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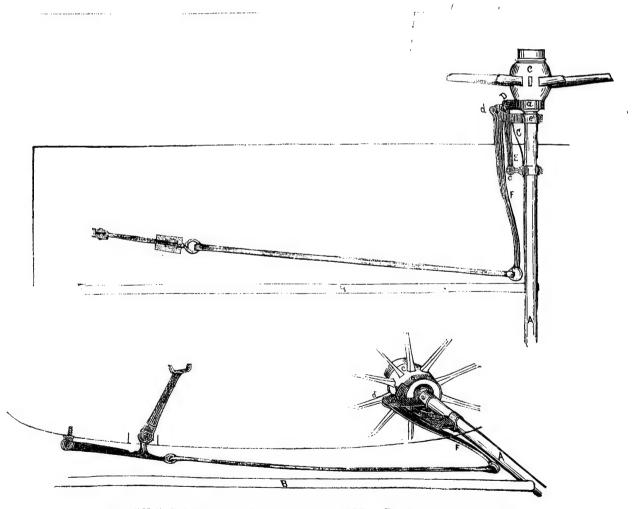




THE COACH-MAKERS' MAGAZINE---PLATE NO. 28.



PLUMB'S IMPROVED PHÆTON.—See þage 42.



HAUCK'S PATENT CARRIAGE BRAKE.—See Business Department.

COOK TO THE

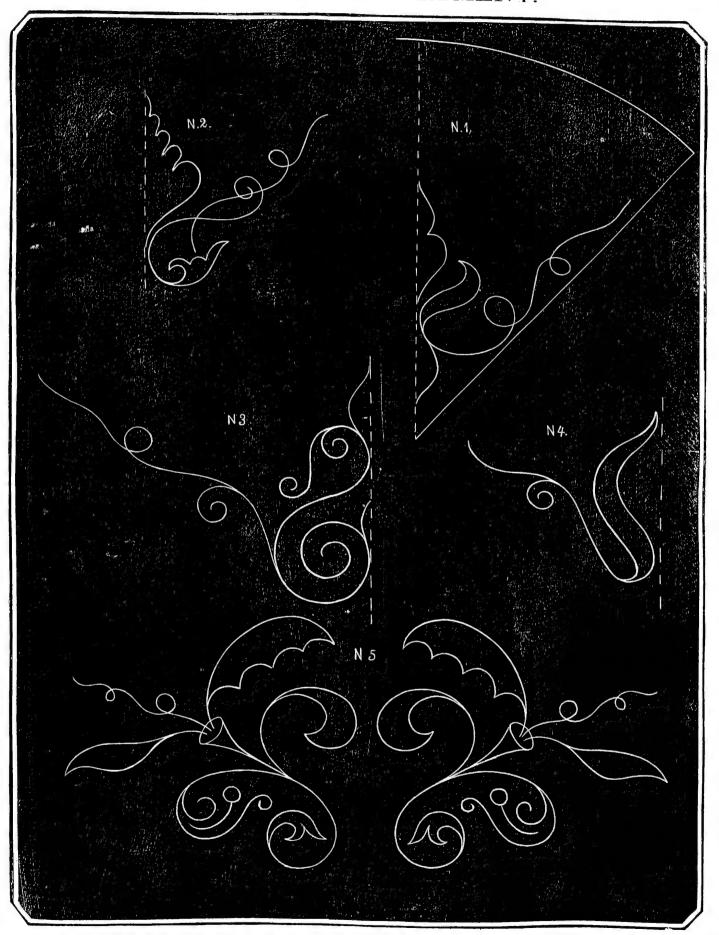
.56 COACH-MAKERS' MAGAZINE.--PLATE NO. PORTABLE FOLDING TOP.—See Business Department. Fig 1 THE Fig 2

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SCENE 300

THE COACH-MAKERS' MAGAZINE.

STITCHING DEPARTMENT.



Con Tool





VOL. V.—NO. 3.7

AUGUST, 1857.

[C. W. SALADEE, Editor and Proprietor.

COMMUNICATIONS.

LITERARY AND MECAHNICAL.

For the Conch-Makers' Magazine.
YOU LOVED ME ONCE.

I know you loved me once,
I read it in your eyes;
I saw it by your glance,
I knew it by your sighs.
I heard it in the tone
Of every word you spake;
And every thing you did,
You did it for my sake.

I know you loved me once,
By many little ways,
By many little gifts,
Which love alone repays;
By every anxious care,
By every tender name;
And very soon I found
How dear I then became.

But do you love me now,
As you did long ago?
'Tis but a simple word,
And that word yes or no.
The reason why I ask,
Because I cannot tell,
By all those many signs
I understood so well.

For now in vain I try
To read it it in thine eyes,
To see it by your glance,
To know it by your sighs.
And when I look for words,
Which once did freely flow,
I fail to get one now,
Not even yes or no.

ELIZA.

For the Coach-Makers' Magazine. THE POET'S MISSION.

BY MRS. B. A. TOUSLEY.

'Tis not in sylvan strains to sing
Of beauty's soft bewitching powers,
Or flit, like birds of silken wing,
Through young love's wild bewildering bowers.

'Tis not with laurel wreaths to bind
The warrior's brow, to hide the stain,
Which war's red carnage leaves behind,
Where man his brother man hath slain.

Nor yet in rapturous rhymes to pour Soft adulation in the ear Of pampered wealth, or bow before The glittering shrines which riches rear.

No; themes like these claim not thy powers;
A nobler, holier work is thine,
Than trilling songs in fancy's bowers,
Or kneeling at a golden shrine.

Up! battle bravely for the right,

Dare to oppose all human wrong;

Pour forth the floods of truth and light,

In the impassioned tide of song.

Stand, labor's champion, firm and true,
With honors crown his noble brow;
He rightly claims more homage due,
Than kings, before whom nations bow.

His strong arm wields a mighty power, Sustains the little and the great, Builds the low cottage of the poor, And gilds the glittering halls of state.

Proud Sciene, Genius, every art,
Which in their onward progress tend
To exalt the mind and warm the heart,
Have claims upon the poet's pen.

'Tis thine, with soothing strains to cheer,
The sorrowing heart by anguish riven;
Wipe from the eye of grief the tear,
And point the drooping soul to heaven.

For the Coach-Makers' Magazino. LIGHTS AND SHADOWS BY THE WAY-SIDE.

Oh! to travel in June; when the woods are green and the little birds hop from twig to twig, piping their merry notes, is indeed pleasant for one just escaped from the cotton-press of city life and rusticates with country cousins in a holiday excursion, or starts upon a casual tramp with good prospects, and a "pocket full of rocks." But with the business agent who launches upon the sea of trade, traveling is apt to become dull and insipid. His brain gets too hot for sentiment, and he is apt to turn upon his elbow and seek inglorious ease.

Business! business!—that demon at whose shrine the whole world pays incluntary homage—eats the very heart out of romance, and crushes in its iron maw the sensibilities of the soul. Cruel Monster! Rob spring-time of its flowers, and the mind will picture them still. Banish the minstrels of the glade, and the heart will still sing; but callous the soul to those holy promptings which solitude and reflection must foster, and it is poor indeed.

Oh! give me a heart that will never grow cold

To the gushes of sunlight and song;
When the birds gather moss from the forest's mould,
And the summer's smile, gives a touch of gold

To the stream as it wanders on.

W Desor

Oh! give me a brow that is placid and free, As the summer evening's sky; When the zephyrs wait on the vine clad lea, And the watching star winks roguishly When the moon is riding high.

Oh! give me a soul that can mount on the tide, Untainted by shadow or stain,
That can dream of the flower, by the pest-house side,
That can feel for the poor where the rich ones glide,
Nor bear the mark of Cain.

This, this is the prayer of the minstrel heart, In its deepest, wildest hour; Yes, give me a soul that can bide the arts That crowd within life's cunning mart; Be this my humble dower.

crossing a giddy embankment, and ever and anon a shock passes

THE IRON CITY.

A genius "that we read about" was in the habit of spinning tremendous yarns, so his friend, the Doctor, proposed that he should give the signal by stepping on the narrator's toes whenever he thought the story too large for the company to swallow, at which hint he was to curtail immediately. But a few minutes after, he detected his friend in the very act of telling an extensive story about a mammoth dwelling that had been creeted by a friend—"Seven hundred feet in length and"—(here the Doctor gave the signal and he stopped.) "How wide?" inquired a bystander. "Two feet, sir; just two feet precisely." Thus, long and no wide;" winding itself from the Ohio River to the bedded between bluff hills and the Alleghany River. its peculiar shape it is necessarily destitute of green parks, sparkling fountains, wide business streets and other convenient and beautifying appurtenances so essential to a city's welfare. Yet what it lacks in beauty, is more than repaid by the extent of its industrial interests.

Pittsburgh now contains a population of 138,534, and out of that number no other city in the west can boast so great a proportion of producers. Aside from the mammoth manufacturing establishments in Pittsburgh, the main feature of attraction to the sight seeing visitors is the Garrison, situated in that part of the corporation called Lawrenceville. A line of "busses" that run the entire length of Pitt street passes and repasses once in every fifteen minutes, so that one dime will carry you to and from the Garrison. An hour's walk in the park, and a general loom up on all sides, flanked by long rows of sixteen and twentysaddlers and other mechanics are engaged in the manufacture of cartrige-boxes, belts, caps, and other equipments, and you will begin to feel patriotic. But a further search into the history and traditions connected with the spot, will deepen your interest into a feeling of awe.

The stranger in Pittsburgh will find a copy of "Pittsburgh as it is," (which can be had for the asking, at any large business house,) which is not only a valuable city guide, but a comprehensive and well arranged epitome of general statistics and local history.

as an agricultural mart, but as a commission town it stands in the first rank among cities of its size. It is handsomely located on a high and even piece of ground that overlooks the lake and Niagara River, across which spreads out the western domain of Queen Victoria. The town is handsomely laid out, with fine wide streets, overshadowed with graceful elms. The park is green and beautiful-a perfect bower, in the midst of which a sparkling fountain sends up its delicious spray, as if to invite the tired laborer and the home-sick stranger to muse in its ambrosial shade. In this little country spot, all classes and conditions seem to unite in its enjoyment. Select parties of ladies and gentlemen seat themselves on the long benches and laugh merrily, as if to mock the bubble of the falling spray. melancholy German as he returns from his toil, walks in, seats himself upon a stool, sits down his little tin pail, and removing But enough of this. I am riding at a furious rate, on that his cap, wipes the sweat from his brow, and then as if dreaming grandest monument of modern engineering—the "Ohio Central of his native gardens and waterfalls, he gazes wistfully at the Railroad;" now winding upon the brow of a ridge; now scenery around, and then moves on. Even the man of accounts, who walks to his dwelling at a furious pace, halts at this spot over one as the shadows of a bridge or the darkness of a deep cut dashes upon the consciousness like the prescience of highly estimate the value of parks. No city is complete withsome impending danger. Bellaire, Wellsville, and a host of out them; they are to the citizen what the oasis is to the parched traveler in the sandy waste. They cool the brow of afar. care, give fresh hope to the dispirited, and, by their hallowed associations, the solemn vows made in solitude are renewed and remembered.

A FOURTH OF JULY EXCURSION TO NIAGARA FALLS.

One can scarcely celebrate the "Fourth" more appropriately than by making a steamboat excursion to the Falls via Chipewa, as either bank of this majestic outlet is rich in historical incidents connected with the early struggles of our

At 9 o'clock A. M., the steamer Arrow bent her course around the buoys, crossed the "Devil's Rake" and steamed at a merry it would seem that officious nature had curtailed the expansive rate down the Niagara. On the point of land a short distance genius of the "Iron City." It is, comparatively speaking, "all from Buffalo to the north, stands the town of Black Rock, and on the hill just between Buffalo and the town, stands the Fort, Garrison—a distance of 4 miles—like a huge serpent, snugly upon the site of the old battle ground. A short distance fur-From ther down, but on the Canada shore, stands the ruins of Fort Erie, for a long time maintained by the English as a counterpost, but blown to atoms during the last war by an American spy, who perished a victim with the rest. A look at its sawtoothed sides and shivered fragments, gives one unpleasant visions of the catastrophe and its results. The entire length of the river, from its connection with the lake to the town of Chippewa, is dotted with beautiful islands, and the land upon the Canada shore lays very handsome, and adds to the effect by fringing the margin with green pasture lands that slope

gorged, and a long train of cars awaited the attack of the multitude. The platforms, baggage-car and tender were all review of the pyramids of round shot and bomb shells that thronged by young and old Americans, all of them out for "a time," while moustached and pock-marked officials swung their four pound guns, ranging in length from 10 to 12 feet, together canes, ordering the boys (in broken English) to keep down with a glance at the long rows of shops where hundreds of from off the tops of the cars. This, of course, amounted to but little, save to show the respective positions of the officials. The train once under way, we were soon at Clifton station. Here hackmen waylaid the unsophisticated American with the prospects of a cheap ride. "Only one shilling to the Clifton House"—(a distance of some 30 rods.) The shillings were of course English, which amounted to a quarter with the victim. At the Clifton House each had to eat a dollar's worth, which consumed considerable time, and gave a decided antipathy to locomotion. This house commands a full and imposing view of the entire falls, with Goat Island, and Tower. In front is one of those beautiful parks that I do so much love, and beyond, extending to the Table Rock, is the residence of Sam'l Hemmed in by the Canadas, the lake and the Indian Reser- Zimmerman, who was killed (as the reader will remember,) in vation, the "Queen City of the Lakes" has little room to flourish the Hamilton Railroad disaster. A few years ago this man pur-



in a very short time sold a portion of it for the enormous sum those in the "Woodland Cemetery," Dayton, Ohio.

Very few visitors at the Falls realize what they expect from the sight, or, in fact, what any one would expect, after having read the numerous poetical effusions addressed by letter writers and others to this catract. They invariably go with exaggerated the tricks of his trade. He freely confessed that dishonesty was ideas of its overwhelming vastness expecting to see a dooms- the main capital of a hackney coachman, and proceeded to deday in miniature. An Irishman lately came to see the Falls, and turning to one of the bystanders remarked, that he "did'nt hard times," in the following manner: "When called to take a see anything to hinder the water from tumbling over, and it passenger to a certain place, we question them about its locality, was'nt so dreadful high, either." The width of the sheet, together with the distance to it from the point of view upon the naturally conclude that they are strangers, and not posted on opposite shore, conceals to a great extent its real height. But the legal rates of fare. We then just think where it is, and to pass under the falls, or to sail to them in the "Maid of the tell them that it is a long way, and charge them double fare; Mist," gives one a realizing sense of its terrible grandeur. The this generally occurs at the depot. When any one asks us most amusing thing of all, is to stand upon the high bluff bank where such a place is, we deceive them as to its locality, get and look down at the "Maid of the Mist." Each passenger them puzzled, and make them think that it is a long distance, wraps him or herself in a yellow oil cloth wrapper, the top of when it is but a square, perhaps not that. We then offer to which is provided with a sort of hood, to draw over the head. To see them thus attired, and cutting their antics on deck as appearances we can get;) if they accept, we drive them around they pass into the mist of the Falls, suggests the idea of a until they are so turned that they don't know where they company of goblins sporting about in the steam of a boiling are going. We then take them to the place. When we take cauldron. Some suggested that they looked like monks; others passengers to the cars, we find that many are nervous about that they looked like ghosts flitting around the deck, but to me getting off in time, so we run and check their baggage, then it was too comical to admit of so grave a comparison.

One mile from Clifton is the town of Drummondsville, where the celebrated battle of Lundy's Lane was fought. It is a handsomely situated little town, but business was at a stand still, for nearly all the mechanics had gone to the other side to celebrate

the "Fourth" with the Americans.

The suspension bridge is a fine work, but it interests the architect more than the sight-seer, and no one would believe so that if a man hands us a bill, we step on and crack our whip. that it is as long as it really is, until he has passed over it on If he chances to notice our number, he can complain, and we I think that its vibration will yet loosen the cable bolts, and let it down, for the tension is too great for the grains of When the State Fair was in Rochester, I was fined to the any metal or mineral to resist. But "we shall see what we amount of fifty-seven dollars in one week. I made one hundred shall see."

ROCHESTER.

The inward strength of this city is its gigantic water power, situated as it is, upon the rapids of the Genesee River, above and at the Falls. A powerful battery of mills and manufactories stud its banks, but there is no conceivable limit to the water

power of this wide and beautiful stream.

At the Genesee Falls, just back of the depot, is the place where Sam Patch made his last and fatal leap. The volume of water that passes over the Falls is diminished by the mills and factories on either side; hence, it falls less in a sheet and more in the form of spray than formerly. After leaving the Falls, the next place of interest to the visitor is Mt. Hope Cemetery But it is some two miles out and the ground itself is a mammoth tract, and few would undertake to visit it on foot, so my only chance lay to procure a hackman's services. A dozen or more were soon on hand to solicit the job, all of whom must have \$2,00 to drive out, but soon fell to less than half that amount. Once there, we entered through a Gothic gate way, and was soon wandering in that romantic city of the dead, of which I had heard so many descriptions. But no description shall endeavor to make the rule more simple, if possible, and ilcan give too high an idea of its natural beauty, situated as it lustrate in such manner as to render it easily comprehended; is, upon a high eminence, crowned with wild flowers and shrubbery, and variegated with high peaks and deep chasms, where nature still reigns in unbroken solitude. Among the things worthy of notice, is a pond that has neither outlet nor inletthat is subject to no rise and fall, and yet the water always remains perfectly pure. Two ravines, perfectly dry at the bottom, and both cut by the hand of art into such shape that a spiral path with a tier of graves, leads from the top to the bot- unborn. Now, brothers, we want your aid in this work. It is spiral path with a tief of glaves, and observatory, which commands seldom any two of us work or think alike, and upon no subject a fine view of the surrounding country, and looks out far upon the spreading waters of Lake Ontario. But the stone work of

chased the entire lands of Clifton, for the sum of \$15,000, and one private vault. The monuments are inferior to

THE HACKMAN'S CONFESSION.

On my return, I fell into conversation with my only companion, the driver, who prided himself upon being posted in all return for our pay. If they hand us a bill, we dart off to get it changed, and don't get back until the cars are gone. All this time we are busy in places where we know that they won't favor us, and when we get back-just as the cars start-we hunt around, so as so make an honest show, if the cove has put a policeman on our track. In time of State fairs and other large gatherings, we take our pay with one foot on the wheel, are ferreted out, but we pay our fines and make money at that. and fifty extra then. At night we carry some of the grandest people in Rochester to places that they would not like to have named-merchants, bankers and nabobs, men of high standing and with grown up families-sometimes with company, sometimes alone; but we sweat them roundly, and sometimes take 'black-mail' out of them afterwards, for we hold such men's destiny in our hands, and they dare not refuse us small favors."

By this time we had arrived at the hotel, and I was glad to escape, for I had heard a sickening recital, and I could not doubt its truth. M. G. T.

THE FRENCH RULE.

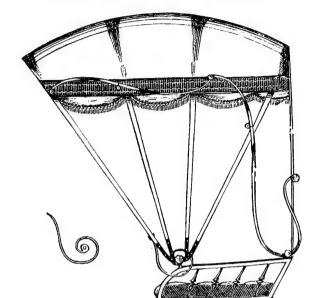
BY THE EDITOR.

We are prompted, from the urgent and oft repeated request of many of our subscribers, to republish the "French Rule" we published in the Magazine in 1855. But in doing so we hence, a proposition to those of our brother jours who understand the rule. We purpose in the forthcoming series upon this subject, to bring it out in a perfect manner, and in such a form as to make it a lasting work of reference, and one that shall be referred to by thousands of "sons in the fraternity" yet Mt. Hope is, as a general thing, nothing extravagant; it has applying the French or Square Rule. If, therefore, we can

GOES GO

MAGAZINE.

For the Coach-Makers' Magazine. THE PROPER METHOD OF APPLYING SALA-DEE'S CRANK TOP ADJUSTER.



NEW YORK, July 20th, 1857.

MR. SALADEE—Dear Sir :- I find that many who apply your "Top Adjuster" utterly fail to comprehend its principles, and thus fail to secure the full benefits of the improvement.

To start on, most of ironers are in the habit of putting their rest-back" too low to be either comfortable to the person riding, or to give sufficient length to the lever to make the top lift and fall easily without the spring; (a thing to be desired on

Again, the lower the knuckle joint (A) the less purchase the obtained. But in each illustration we will draw no greater top has upon the lever; so it is desirable to put the joint as low number of lines than we shall be fully able to explain. Otheras the top will bear. Some may object to this, as it will pitch wise, if we should represent the draft-board with side eleva- the end of the joint down a trifle. But it will be found by experition and the multiplicity of lines which must necessarily be drawn over it, we would at once confuse the mind of the the prop will nearly rest on the lower length of the joint. If reader, and thus disable him to comprehend but very few, if any of the lines drawn. In order then to obviate this difficulty, we shall adopt the course just stated. We will illustrate the board a number of times, and on every occasion showing the the joint will stand apart a little, and this will increase in promanner of governing this rule in the different parts and sections portion as the lower iron is shortened. The iron will of course slope more, but to my taste it looks all the easier for it—at least, taste is the creature of education, and anything that is sensible, But before closing our introductory remarks, we beg leave to looks right when we know why it is so. The shorter the lower say to our young and inexperienced friends and readers who iron, the less leverage there is to overcome; and again, the may undertake to solve the problem of this rule, should all apfurther it sets apart, the easier the top starts to lift. It would be almost impossible to lift a top with any amount of crank leverage, so long as the prop rode the iron.

By thus observing the true laws of mechanics, a top may be made to lift and fall sufficiently easy for all practical purposes, without the spring. This adapts it to all common uses, and makes it the cheapest top lifter that has ever been invented.

ITS COST, COMPARED WITH OTHERS.

The crank-lever is a simple extension of the lower end of the back joint; the place where it takes the "prop-iron" is upset, flattened and punched, and the end is made with an eye to take the handle or horizontal rod. This horizontal rod is made of 5 round iron, left full size in the centre, and drawed lighter each THE MAN WHO FIRST SUGGESTED CARRYING THE MAILS way to the end, where a shoulder is upset, and a tap drawed previous to 1783. At this time John Palmer suggested to the English Government, that they would be more safely transmitted in coaches. For this idea the Government granted him a pension of £3,000 year for life, and an additional gratuity of £50,000 basides. cost about \$1,00, counting day labor at what it costs. If the

be favored with a set of drawings and a brief explanation thereof from our brother workmen, who we know are competent to give it, we shall compile the whole into one grand series, giving each contributor due credit for what he sends, and thus be enabled to publish it in a practical and a perfect form. Brethren, will you assist us? If so, let us hear from you immediately.

THE COACH-MAKERS'

We purpose to lay before our readers in as brief, plain, and comprehensive a manner as possible, the French Rule, a knowledge of which but comparatively few at the present time possess. Its objects are, first, to obtain by a systematic rule, the correct shapes, curves, bevels and measurements of each piece or section which constitutes the form of the body, and by the same system frame the various parts together correctly, without trying each part with the other, until a permanent erection of the whole is desired, and when such erection is being executed, it will be found that each separate piece employed in its construction will fit perfectly in its adapted location, and the only means by which it can be made comprehensive through the medium of any publication, will be to give a series of different articles and drawings by which to represent it. This being the case, we must necessarily continue it into several of the forth-coming numbers of the Magazine. We, therefore, hope our readers will exercise a little patience in its completion.

By this rule the dimensions of the work are all obtaind from the lines drawn upon the draft-board in different directions across the side elevation, which latter is in all cases the first duty to be performed. Therefore, in making our treatise full and complete, we must first show the rule or the manner of obtaining the side elevation of the body, and after which, we shall introduce the same draft-board at different times with the same elevation upon it, but the lines by which it was drawn erased, or familiarly speaking, sponged off, thus leaving only the lines which form the elevation. Then we will proceed to draw the necessary lines over the elevation completed upon the board, cheap jobs.) and by which means the dimensions before spoken of are to be of the body, and as we progress step by step he shall become familiar with the object of each line illustrated.

pear dark and mysterious to you at first sight, do not become discouraged and give up the pursuit, but exercise a proper degree of patience and perseverance in its study; for it is a rule, which, if you have any desire of becoming "master of your trade" you must acquire sooner or later, and hence, the importance of understanding it. When once the first principles upon which it is governed is comprehended, you will experience little or no trouble in seeing the mark posts in the distance which will lead you onward and upward to a perfect knowledge of the principles which constitute the French Rule.

[TO BE CONTINUED.]

IN COACHES.—The mails had always been carried on horseback and cut to take the square hole in the end of the crank. E. M. S.

COO STATE



work with equal facility.

aside from the trimming, it takes a smith much longer to apply convenient article he can throw back the top and escape. If it; it is apt to get out of repair—it interferes with the trim- a horse becomes unmanageable, the top is often in the way, esming on stick seats, and is apt to wear the back and wind the pecially when the seat is crowded. With a touch of the elbow stuffing in tight backs. As the top shrinks, causing the joints you throw the top; you can then handle the lines much better, the opposite joint, and no defect can be remedied without taking must have been, had the top been lifted. A good sized top is up the trimming. For adding to new and old work it is imin the way in getting out and in. With a top lifter you lay

though exceedingly complicate, very costly, and for any after the lady, lift the top, and crawl in over the dash or wheel, or application or repairs, equally as "non-come-atable" as the one before mentioned; is, nevertheless, as far as it goes, a passably opposite joint. I need pursue this subject no farther to show before mentioned; is, nevertheless, as far as it goes, a passably opposite joint. I need pursue this subject no farther to show good thing. But it it needs the crank lifter to make it comboth the safety and convenience of top adjusters, as the reader's plete, and in no essential thing clashes with it. Those who every day experience will add to the list. have the right of the Allen Spring, will find that it only needs the crank to serve as an adjuster, to make it perfect. They operate together to a charm, and the lifter supplies its only practical deficiency.

THE SPRING.

The spiral attached to the bow is a simple, effective, and easily applied fixture for such as wish to pay for an article that makes convenience a luxury. As the patentee intends to make an arrangement to have these manufactured by an Eastern com-

eye to take the bow iron inside of the bows; then draw down the body of the spring (at such a heat as to weld the "cold-"

The spring should be made of the cast seed, worked the will can the attention of the public to their own interest, and result in a heavy run of trade, that will profit you to the disadvantage of rival shops. "This will pay, sir."

THE MAN ABOUT TOWN. shuts") to the size of from $\frac{3}{8}$ to $\frac{1}{4}$ inch wire.

They should be made round; not flat. A round spring is much the stiffest in proportion to its heft; it looks lighter and makes a better finish. Draw the spring lighter at the out end than at the shoulder, and turn it into a free spiral from the front of the iron around to the inside of the front dow. Flat the end, loop it under the bow cover, and if you use the patent bow slatt, let the screws that hold them, take through the spring also. Temper this spring by heating to a spring heat in a broad charcoal fire, or over a furnace, then cool in oil. If to be plated, let the plater heat to a black purple, dip, and then plunge in water. This will retain the temper, and the application of the plate will only remove it to a proper degree to rem der it tough. The spring should be set in such a way that it will stand on a \(\frac{1}{4} \) opening strain, so that when the top lifts, and the joint shuts in, it will unwind just one-fourth as much as it will wind when the top falls. This assists in throwing the top off of its balance, and comes to the rescue just as it begins to weigh down in falling, besides, it keeps the spring from being unduly taxed in winding down, and $\frac{3}{4}$ is sufficient strain when down, to make the top lift lightly and all of the way alike. This spring looks highly ornamental; it makes the top lift as if by magic, and prevents it from falling with full force, to the damage of the whole seat and top. Where the spring is attached to the front bow, the top should be furnished with a binding strap to take the prop buckle, for there are those who will persist in riding with all of the bows in a pile, to the damage of a top, and the discomfort of themselves.

THE BENEFIT OF A TOP ADJUSTER.

workman irons by the piece it is still less. Here then, you is proverbial for his gentleness, may, from some unfortunate have a lever that is simple, effective, that never gets out of reoccurrence, take fright and make fearful havoc with human life pair, and one that can be added to work per order after the and property; but to preserve the unfortunate inmates of a rest of the job is all finished; also, that can be applied to old vehicle is the first great thing to look to. Now, suppose that a kicking scrape occurs—without the lifter, and especially when The side lever interferes with, and often tears the top lining; the the weather is such that the carriage is closed down on all sides, end of the lever looks bad without trimming—it is an ugly cus-tomer to pad, and takes more or less stock to pad it. But the back curtain, if he meets no worse fate; whereas, with this to shut in tighter, the rod is apt to get sprung so as not to set and if turned over can escape without being dragged, as you practicable. It is more complicate, and either in the long or short run, costs more and is less effective than the crank-lifter. which you lift the top and drive on. Without the lifter you The revolving rod and spiral spring of the Allen patent, would have to erawl over the wheel, let down the top, help in

HOW TO MAKE IT PAY.

First secure the right, which will cost you but a trifle, then make known to the public that you possess the exclusive right of certain territory, and will add them to all new work without additional charge, and to all repairing jobs at a certain rate. You then get a thousand cheap circulars struck and strew them broadcast over the country—this will cost but a few dollars, and will advertise you as a carriage builder at the same time. Get up the matter of those circulars in such a form as to enlighten pany at a less rate than any one else can make them, it will not the people and awake them to a sense of its importance. Hand be really necessary for me to say anything relative to the method them to the editors of the local press, invite them to test the of constructing them; but some may wish to manufacture their usefulness of the improvement and make use of it. They will own springs, so I will proceed. of course puff the invention, and detail its advantages. The spring should be made of fine cast steel, worked in a will call the attention of the public to their own interest, and re-

EXPLANATIONS OF THE DRAWINGS.

LIGHT FOUR PASSENGER ROCKAWAY.

This beautiful design was contributed to the Magazine by Mr. Wm. Harvey, of Wooster, Ohio. The facilities of short turning, lightness, strength, and simplicity of construction, are the points mostly claimed in this as new. The body, as will be observed in the drawing, is solid side, and molded off as represented, with a door in each side. We also consider this a very appropriate design for a light sliding glass door, close quarters, and sliding glass back carriage, as it is extremely simple and yet fanciful.

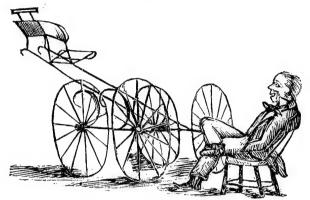
PLUMB'S IMPROVED PHÆTON.

The design of this very elegant little carriage was contributed to the Magazine by our worthy brother of this city, Mr. Plumb. The style being so simple in its outline, and so correctly drawn, we have not thought it proper to give the description furnished. The object in this design is to acquire No one knows when he is safe in a carriage. A horse that lightness, and secure a high seat by dropping the front.

COOK (A)

PIPER'S ADVENTURES.

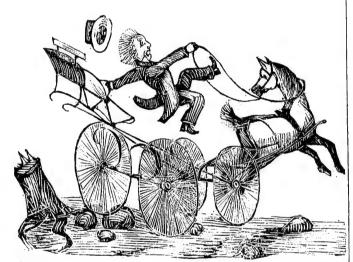
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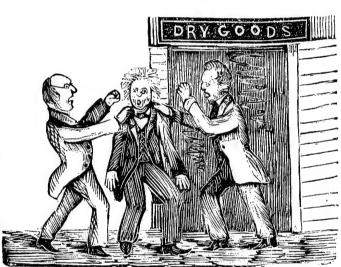
PIPER CONTEMPLATING HIS PATENT, ÆRIAL, HIGH-PRESSURE, SPRING BUGGY.



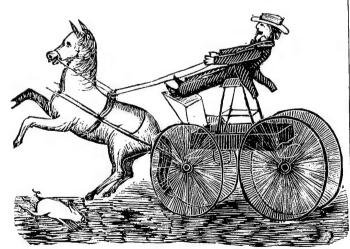
PIPER VERY UNEXPECTEDLY ENTERS INTO THE DRY GOODS BUSINESS.



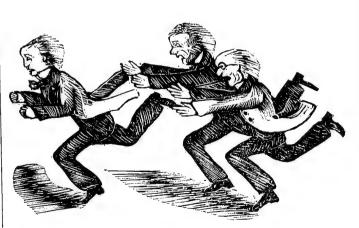
PIPER TRIES IT; RESULT VERY SATISFACTORY—TO THE HORSE.



PIPER IS ARRESTED FOR BREAKING INTO A STORE.



PIPER HAVING INVENTED A SAFETY HARNESS, WHICH CAN, AT THE OPTION OF THE DRIVER, BE INSTANTANEOUSLY STRIPPED FROM A RUNAWAY HORSE, UNHESITATINGLY HITCHES UP A VERY WILD AND UNRULY ANINAL.



PIPER GIVES LEG BAIL.





EDITOR'S TABLE.

AUGUST -

ARTISTIC PAINTING.



The origin of painting more or less accurate de-eminent artists. lineation of corporeal however. Some assign it to the time of the siege

of Troy, while Pliny tells us, with a tone of incredulity, that the Egyptians boasted of having discovered the art six thousand years before the Greeks. The Chinese undoubtedly practiced painting at a very early period, but with this ingenious and facilc people it has never risen to the dignity of art. Occasional elaborate designs and imitations of nature we find among the works of their painters, but they are sadly deficient in effect, character, vigor, and most particularly in perspective. In Greece, painting flourished at an early day, and rapidly rose from the germ to the flower and the fruit. "Greek art had her infancy, but the Graces rocked the cradle and love taught her to speak. If ever legend deserves our belief, the amorous tale of the Corinthian maid who traced the shade of her departed lover by the secret lamp, appeals to our sympathy to grant it." The first step in art was a simple shaded outline, similar to those known under the name of silhouettes. The next step was to outline figures with a few simple descriptive lines within the outline. Afterwards came the monochrome, or painting in a simple color, and thus step by step did the art of painting work its way towards perfection. None of the paintings of the ancient works of antiquity. They seem to have united grace, vigor and ideal beauty, truth and exquisite drawing, and we may reasonably suppose from the perfection of Greek conception, that the sister art must have kept pace with it. Painting flourished to a considerable extentt in Rome, but fell with the fortunes of her imperial destiny. It was revived by Cimabue, a Florentine artist of noble descent, in the middle of the thirteenth century. In 1410 a Flemish "Pollard" locked himself up in a room while working on his painter, John Van Eyck, invented the art of painting in oil, machine, and when done set it a going. Now, we know to a which was soon taught to the Italian painters, and from the time certainty that it did go, for the people outside heard the noise; of its discovery we note rapid advances in the art of painting. and what is still stronger evidence, was the fact that after this Massaccio, a native of Tuscany, gave a great impulse to the wonderful genius disappeared, and the said mysterious room was art. Leonardo da Vinci raised it yet higher. This great man broken open, the machine was found all broke to pieces and the was noted for his almost universal genius; for, besides being fragments scattered in every direction over the floor. The con-

a painter, he was an admirable sculptor and architect, a skillful musician, an excellent poet, expert in anatomy and chemistry, and well versed in all branches of mathematics. Michael Angelo, the great master of painting, commenced his career at the close of the fifteenth century; Raphael added new glory to the would seem to date al- art he practiced. Titian, one of the founders of the Venetian most as far back as the school, excelled in splendor and harmony of color. Towards birth of the human race, the close of the seventeenth century, the three Carracci founded for it is conjectured that a famous school of art at Bologna. After about the middle of the first attempt at the this century, the art of painting began to decline rapidly in expression of ideas was Italy. The Germans, Dutch and English have cultivated paintnot by writing, but by the ing with great success, while France has produced but a few

Of painting in this country we have a right to conceive warm objects. Authors differ hopes from the works our artists have already produced. In as to the exact date of the highest ranks of art Washington Allison has produced picpictorial representations, tures not surpassed by those of any artist who has flourished since the decline of painting in Italy. Benjamin West, also, carried the fame of American art abroad, while the productions of Copley, Stuart and Inman deserve to hang beside those of Reynolds, Lawrence, and Vandyke. The art is now cultivated with great furore by a host of aspirants, and the public taste for it seems to be thoroughly awakened.

THE MAN WHO DISCOVERED PERPETUAL MOTION.

In a late number of a Magazine published at Chicago, Ill., called the "Chicago Magazine"-by the way, a periodical that compares favorably with any of the three dollar Magazines now published-we find a long and somewhat interesting article under the above heading. It is asserted that in one of the little villages on 'tother side of the Green Mountains, in Vermont, there lived, but a few years ago, a very singular and a very distinguished character. He was no less a personage than the man who invented perpetual motion. His name was "Sullivan Pollard."

He might well be passed under the cognomen of "a very singular and a very distinguished character." For the man who has succeeded in mastering and overcoming all the fixed principles in mechanics against a perpetual motion, must indeed have Greek school, none of the works of Apollodorus, of Parrhasius, of been what he is purported to be, a very wonderful man; and we Apelles, or Timanthes have descended to our day, but we can form venture to say, that if the "great American showman" could some idea of their power from the impressions recorded in the have the choice of either the man or the machine for public exhibition, his good judgment of "curiosities" would dictate the choice of the former. Surely it would be a sight worth seeing: one we would go a great way to witness.

> But what has become of this perpetual motion? Who ever saw it in operation? Nobody; and what is more, nobody ever will. It is stated in the document referred to, that this singular

TOOS GAR



COACH-MAKERS' MAGAZINE. THE

clusion to be drawn from this circumstance, was unmistakeably one sided, viz: that the machine so far exceeded the fond anticipations of the inventor, that when set in motion it gained and multiplied power to such a fearful extent, that it tore the thing all into atoms-it went to "eternal smash," and the author of this mysterious contrivance "wandered away upon the mountains." But finally he returned to his family, and was never heard to speak of his "perpetual motion" again. Such, says the writer, was the result of the full and fair test of the discovery of the perpetual motion, and this is the immortal history of him who discovered it. Hereafter let him who ventures upon that forbidden ground, provide well for some check to that unlimited power. It seems to be a philosophical inference, substantiated by reason and experiment, that if the principle works, and the machine goes at all, it must go to "eternal smash."

IN EARNEST.

We do not love to speak in very harsh terms when we can possibly get along without it, but the fact is, we have stood the blackguardism of a certain lot of blockheads who write us, until the last spark of patience has expired. How, or by what means can we get this class of men to understand the simple yet important fact, that it is impossible for us to notice their letters if they will not give us their address? Some writers seem to think that the name of their State, in connection with the town they live in, entirely useless, in addressing a letter to this office. They flatter us by thus supposing that we are so extensively acquainted with the geography of this world, as to know the location of every little town and village it contains. We make no pretensions to such a perfect degree of knowledge. Now, when we speak out in good earnest, we cannot withhold the expression of one of our more pleasant correspondents, who, in speaking upon this subject, says: "The man who makes any pretensions to write a letter at all, should be ashamed to send it out, omitting his full address." We have now on file not less than five hundred letters without address; a shame for every man who wrote them. But we must endure their sarcasm because we do not notice them. How can we? We are in carnest concerning this matter, and hope our readers will profit by it.

THE MAGAZINE.

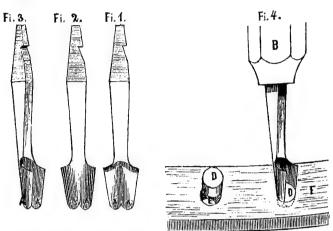
We cannot refrain, now and then, from calling the particular attention of our readers to the improved character of this Maga zine. After unwearied exertions and immense outlays, we have perfected each department, and more particularly that important division—the engravings. The observant reader will, ere this, have noticed with pleasure the improvement in the cuts, and by comparing the present issue with those of our first volume, the steady growth of their excellence will be very evident to the most inexperienced eye. The time and money we now lavish upon ing over its pages, how much labor and expense has been employed upon the number now before them. But notwithstanding

If you should wish to refer any of the plant that is involved to the plant that the plant that it is involved to the plant that all the care and cost that is involved upon us, it is nevertheless a delight to us, since it is so fully appreciated by our great army formation we can. of constant subscribers.

BUSINESS DEPARTMENT.

OUR ADVERTISEMENT.

SALADEE'S SCREW PLUG CUTTER-PATENTED MAY 26TH, 1857.



I have now completed my arrangements for the manufacture of these bitts, and will furnish them in sets of three, $(\frac{3}{8}, \frac{1}{2})$ and $rac{5}{8}$ in.,) at \$3 per set. Since the date of my patent I have sold over two thousand sets, and in every instance the parties ordering them have expressed themselves highly pleased with the improvement. By sending 30 cents in postage stamps (\$3,30) when ordering these bitts, they will be sent in neatpackages by mail, post paid.

No body-maker should be without them. Address C. W. SALADEE, Columbus, Ohio.

CHARTS, CHARTS!—We have just completed fiftyfive splendid carriage engravings on a small scale, (4 inch to the foot) taken from the best and most practical designs illustrated in the Magazine for the last three years, expressly for printing charts for carriage-makers. Samples sent to any person wishing to order charts printed.

\$100 00 Largest size, (55 engravings,) for 1000, 15 00 " 100,

70 00 Next size, (25 engravings) 1000, 10 00 100, -

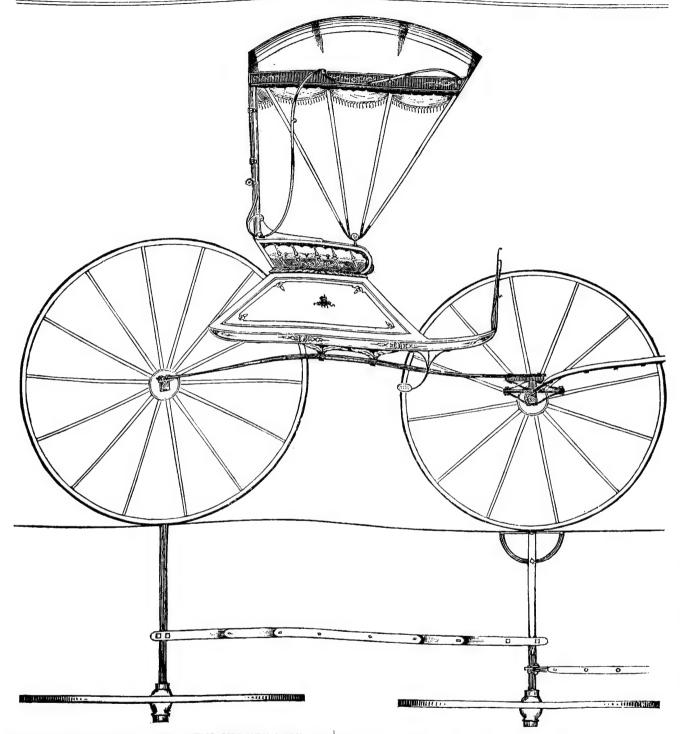
The eard in the centre of the chart will be printed in any style ordered.

The following complimentary letter, addressed to Messrs. Lane & Bodley, of Cincinnati, Ohio, shows the manner in which their celebrated power Mortiser is received by those who are using it:

ELIZABETHPORT, N. J., June 9, 1857.

MESSRS. LANE & BODLEY-Gents :- Your Mortising Machine now works entirely to our satisfaction, and we feel convinced the "Coach-Makers' Magazine" is immense, and probably there is not one in every hundred of our readers who realize, on look-work better. We can easily mortise fifty (50) sets of common that it is decidedly the best machine in use. It not only works

> you should wish to refer any one wishing to purchase to use, we will with pleasure show them the machine, and give what in-Respectfully yours, WHITTEMORE & JONES.



IMPROVED HALF ELLIPTIC SIDE SPRING BUGGY.

BY THE EDITOR.

It occurrs to us, that in the majority of our light, one-seat business or pleasure vehicle. vehicles, there is a great amount of superfluous weight applied, and considerable time and labor usclessly thrown away by the is stronger, owing to the peculiar relief the springs impart to application of perches, stays, body-loops, spring-bars, &c. Since the whole vehicle when in motion, or running over rough roads lightness, strength, and simplicity of construction have become and high obstacles in the way. Third, the ease of motion canthe most prominent and desirable points in the construction of not be surpassed by any other spring in the world. Fourth, belight buggies, we have devised the plan illustrated above, by cause it costs the manufacturer at least from \$20 to \$30 less

completed a buggy, from which these drawings were made, and the perfect manner in which it operates, must commend it to the favorable notice of every one desirous of obtaining a light

First, because it is sixty pounds lighter. Second, because it which these objects may be practically obtained. We have just than the ordinary way of constructing buggies of the same de-

COES GRANGE

nomination. Fifth, because they can be made in much less time, as the making of the perch, stays, spring-bars, bed, wood are employed, necessary.

These springs will be manufactured by Wm. Wright & Co. of Newark, N. J., and will be sold at from \$5 to \$8 per set for light buggies.

The only objection that can be offered by some to a buggy thus constructed, is, that the vibration of the springs gives a slight rotary motion to the axle. But even this ceases to be an objection, since by investigating the matter we find that this rotary motion does not vary the set and track of the wheels as much as we perceive in the ordinary buggy of equal weight, and supporting the same burden.

THE PORTABLE FOLDING TOP.

The novelty of this top consists in obviating the use of top convenience of folding it up when detached from the seat in such a compact manner as to require no more room to store it mation, prevent this improvement from coming into general use a spring for throwing it off the same as presently described. ply stopping in front of a carriage shop a half an hour, and at the cost of from \$12 to \$18, a first rate top, possessing all the poor, owning a buggy, that would deprive himself of the use and comforts of a top.

the difference (in common work) between a buggy with and without the top. This is very natural, since a good, plain enameled cloth top, finished in the usual manner, will cost not less than from \$135 to \$150.

We think that every carriage-maker who is engaged in man-locking position as soon as the lever, F, is let free. ufacturing the cheaper class of work, and of doing considerable repairing, should, for the accommodation of his customers, keep these tops on hand for sale, as there will certainly be a great demand for them after they have been fairly introduced.

The proprietors of this top, (Messrs. Jennings & Jones,) have a very large factory in Waterbury, Conn., and a mammoth repository on Broadway, New York, both of which are devoted exclusively to the manufacture and sale of these tops. By resititions, will be found, which at a glance will convey a correct idea of its construction and mode of operating. For further tially as and for the purpose herein set forth." information, address Jennings & Jones, 398 Broadway, New York City.

HAUCK'S PATENT CARRIAGE BRAKE.

The following description, which we copy from the letters to hind axle, body-loops, are all omitted, nor is the time and patent for this improvement, will convey a correct idea of its trouble usually required in hanging up the body where loops mode of construction and operation. In hilly regions of the country, brakes to carriages even of a light order, are necessary appendages for safety and comfort, but the reason why they are not generally adopted is owing to the injurious effects upon the carriage, as described by a correspondent in this number. No brake prior to this, has ever been invented that did not strain the springs, and sometimes ruin them, and which has been the great objection where they were attached to the body. This brake is neither attached to the body or the perch, and therefore cannot do any injury to either. We have just seen a working model of this improvement, and from its operations we have no hesitancy in saying, it is the best invention for a brake to carriages or wagons that has ever been discovered, and can heartly recommend it to all such as need a thing of this kind.

"My improvement relates particularly to locks which are arranged directly upon the hind axle of light wagons and carriages. The object of the same is to cause the locking block to props and joints, being made shifting or movable, and also the bear perfectly square upon the inner collar of the hub, instead of incliningly as commonly. The nature of the improvement consists in providing the locking block with an extension arm, and pivoting it by said arm to a bracket of the axle, at a point away than a large over coat; and lastly, its great simplicity and some distance from the point of contact with the hub, and archeapness. These are advantages which cannot, in our esti- ranging it relatively to a lever for applying it to the hub and to

By this arrangement the lever which applies the locking block on the cheap class of work, and on thousands of second-hand to the hub when brought into contact with the block, is not cabuggies now running without tops. There are very few men pable of causing the block to cant or incline, but always causes it to bear squarely upon the hub, owing to the block being held firmly down by the pivoted extension. To enable others skilled to pay the price required to put on a top in the old way, even in the art, to make and use my invention, I will proceed to desof the cheapest construction. But if they could have, by sim-cribe its construction and operation. A, represents the axle; B, the tongue, and C C the wheels of a wagon. D E is the locking block made of semi-ring form at D, so as to correspond to the the cost of from \$12 to \$18, a first rate top, possessing all the circle of the collar, a, of the hub of the wheel, and allow the advantages above stated, applied, we think there is no man so hub to slide smoothly within it. The arm, E, of this block, is made flat, and extends along the front of the axle about one foot and a half, and is then pivoted to a bracket, b, of the axle, as shown at c. F, is the lever for applying the locking block; it Again, there are a great many customers who object to paying is arranged to bar with its outer end on the part D, of the locking block, and is pivoted as at d, to a bracket, e, of the axle. To the inner end of this lever a cord leading up to the driver may be attached, so that by pulling it the lever will be caused buggy without top, trimmed with enameled cloth, can be bought to assume the position shown in red, and thereby made to opefor \$100—sometimes for less, and the very same buggy, with rate upon the locking block and force it squarely in contact with the inner collar of the hub. The locking block being kept square

and prevented from inclining by being pivoted at c.

C, is a flat spring for throwing the locking block, etc., out of This lock is well adapted for light carriages, as it is neat, and can be applied directly to the axle. It is also quite simple and cheap, and yet very effective in its operation. I do not claim the arranging of a block on the axle of a wagon; neither do I claim locking the wheel by means of a pin attached to a lever arranged in the axle. Nor do I claim locking the wheel by means of a sliding clutch, both of said methods being old and objectionable on account of causing the wheel to be stopped suddenly without allowing it a chance to slide, and thus causing damage to the lock by the breaking off of the stop pin or teeth of the clutch, exclusively to the manufacture and sale of these tops. By rebut what I do claim as my invention, and desire to secure by
letters patent is, providing the semi-circular locking block, D,
with an extension arm, E, and pivoting it to a bracket of the axle some distance from the point of contact with the hub, and arranging it relatively to the lever, F, and spring, C, substan-

For further information, address the inventor at Mechanics-

burg, Pa.

TO SEE STATE OF THE SEED OF TH



THE MOST EXTENSIVE CASE HARD AXLE WORKS IN THE are intimately acquainted with the proprietor of this mammoth taste to this exhibition. Let all who can, attend. concern, have frequently visited his works, and from what we have there seen, together with what we know practically in reference to the superiority of "Smith's Case Hard Axles" over those of any other make we have ever seen or used, we have no hesitancy in rendering unto Mr. Smith the honor that is due him by asserting that his works are not only the most extensive, but the axles they produce are likewise the best made in the world. If coach-makers would do justice to themselves and patrons, they will adopt the use of "Smith's Case Hard Axles."

THE NEW HUB IN CHICAGO .- Quite a number of our subscribers have written us concerning a new hub, invented and patented by Mr. S. W. Beach, of Chicago, Ill. In reply to our friends, we would say, that we have never seen it, any further than that such a hub is in existence, and was patented some time since. We should be pleased to have some of our Chicago subscribers "post us up."

THE EXTENSIVE HARNESS ESTABLISHMENT OF MESSRS. ATdegree of pleasure that we point to the advertisement of this mammoth concern. Messrs. Atwater & Basset are doubtless the most extensive harness manufacturers east of the mountains, and what is more, we have never seen harness to surpass theirs in point of elegance of style, or neatness in the execution of the work. Carriage-makers and others will do well by patronizing this house, as they can certainly purchase better harness at low prices, than at any other place we have any acquaintance with.

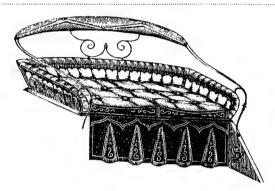
A GOOD IDEA. - Mr. John H. Williams, of Pleasant Hill, Ohio, has invented a new method for setting tire. Some more speedy and correct device for this important work is much filled with a light sprig same as on the fall; turned of course, needed, and if Mr. Williams has discovered a plan so simple and effective for the performance of this duty as is claimed for it, we consider it a good idea, and one that will be highly approved of by carriage-makers generally. We have never seen this "Tire Setting Machine," but expect soon to do so, and give an illustration in the Magazine.

We understand that our old friend, J. C. Ham, is seen of this tire, we are well pleased with it, and would not have a light carriage made to order without it. Our sad experience with the ordinary steel tires—with half-a-dozen holes through tops, and the under piece of the rest-back. Form the seat roll each-satisfies us that "Ashe's Patent Tire" will, in a great by cutting a fine simple scollop to carry down the edge a trifle; measure, obviate the difficulty we have encountered in breaking them, for it is certainly stronger than the common tire, secured with black and "blind stitch" the opposite edge into a black to the wheel with bolts, and less liable to accident.

The "Ohio Mechanics' Institute" will hold its fifteenth World.-The above is the heading of the advertisement of annual exhibition in Cincinnati, to open the 10th day of September. the celebrated Axle Works of Alfred E. Smith, of Bronxville, The members of the Institute cordially invite the Manufacturers, New York, in this number of the Magazine, and we are happy Mechanics, Artists, Inventors and others, from all portions of to inform our readers that its import is no exaggeration. We the Union, to contribute specimens of their ingenuity, skill and

TRIMMING DEPARTMENT.

M. G. TOUSLEY, EDITOR.



LIGHT STICK SEAT-PLAIN.

This seat may be trimmed with the lightest quality of bow leather; if so, vary from the design and substitute a plain roll. The Fall is formed by first cutting a plain piece of patent leather THE EXTENSIVE HARNESS ESTABLISHMENT OF MESSRS. AT- of proper dimensions, then stitching pieces to it with a fair water & Bassett, New Haven, Conn.—It is with no ordinary stitch, leaving the foundation whole. These pieces are cut quartering, as from a circle, divided into seven or eight equal parts, with the point clipped and slightly rounded; these are made of bow leather stiffened in the centre with light enamel, neatly skived at the edge. A sprig is then stitched in the centre, the bottom bound (do. fall) and the edge creased; they are then tacked to the body of the fall with sufficient fullness at the bottom to form a flowing point, and stitched to it. The scollop above the fall is cut in Gothic form, with an arch above each point, and a point in each space; this is "fair stitched" at the bottom edge, and bound at the top with a false lining to turn out and blind nail on the seat in such a manner as to require no tuft-nals.

> The cushion fronts are cut with a long scollop from corner to corner; this lightens their appearance in front, and if properly tufted down, makes a good style of finish. The corners are with the point towards the centre.

> The side pads or plates are simply covered from the rest-back to the handle, with a strip of railing leather, "fair stitched" at the out edge, trimmed close and finished smoothly. The rest-back is formed by tacking on muslin and making a

smooth roll, then covering from the under side nearly to the top with the leather. A very light piece of bow leather is then folded under at one edge and tacked on lengthways in such a manner that the double edge will hang in a line with the bottom of the back in the centre. A silver or black nail is then tacked We understand that our old friend, J. C. Ham, is into the centre at the bottom, and the ends drawn lightly and doing a land office business in the diposition of the new patent tacked; you then take hold of the bottom, half way from the end tire, which he advertises in the Magazine. From what we have to the middle of the back, and turn the bottom edge directly back, pulling it clear up to the top of the rest-back, and secure it in the same manner as the centre.

FANCY.—Use silver bronzed leather for Gothic scollop, cushion welt, then blind nail and stuff same as if smooth, placing the

COEST, WE



plaits so as to lay weather-board fashion across the roll. All buggies. No one, of course, thinks of using boot nails; the other points are made same as described, under the heading of turned finish is preferred. " plain."

EDITORIAL CORRESPONDENCE.

NEW YORK, July 21st, 1857.

NEW YORK FASHIONS AND GOSSIP.

America, Republican as she is, promises to enter the list.

New York, to the American, is the centre of the world; the nucleus of all fashion and art—the embodiment of all taste, genius, and learning. But it is not our purpose at present to discuss the merits of these preferences, but to speak of New York fashions so far as coach and light trimming is concerned.

New York, like all other places, has as many different grades of work, and just the same multiplicity of styles that all other cities and towns have. It has about the same proportion of good and indifferent work, and the styles of back, door, restback, cushion and fall, do not vary in any particular from the usual methods of constructing work in the smallest cities and towns. The styles generally used are the oldest and the plainest.

During our visit to the city, we passed through all of the larger establishments (with the permission of their gentlemanly proprietors) that throng Broadway, also some on the back streets; saw vehicles ranging from \$150 to \$1500, many of them trimmed with velvets, satins and silks, that rival the gorgeons false and the Best Notation of the same false of of the geous fabrics of the East. Yet, among all of the varieties of style and quality, we saw but one thing that was new, or comparatively new, in any of the shops, and that was a braided roll, similar to the three strand spiral or wound roll. This was upon a fine coach in the establishment of Wood & Tomlinson, and trimmed by a young man from Bridgeport. There are many ingenious devices that can be framed from this plan of working strand plaits, which we shall illustrate from time to time in the Magazine. With this exception, there was nothing in the trimming line that was even rare, to say nothing of new The yoke back with heron-bone border, manufactured so extensively by Cunningham, of Rochester, is used here some. This is not new, but very pretty. But, as a general thing, the common "diamond back," with an occasional border of heron-bone, forms the back work for all coach or heavy styles.

As we remarked, it is impossible to lay down any prevailing style, as there is none. Some of the first shops stitch in plain black, and but little scrolling; such build but little light work. Others equally good, stitch entirely in white and scroll all but their dash work highly, and those sustain a first class reputation in heavy work, the same as the others. Some of the light carriage builders put scrolled corners in their dashes; others scroll the boots and soft leather work, while the dash is stitched perfectly plain. Some of the stitching figures are well drawn, others are not; they vary in the different shops—often in the same shop, according to the taste of the workman.

Bow leather seats-roll plain; rest-back heron-bone, and fall of patent leather with pointed folds, stitched, blind-seamed or clinched on, are about as commonly used on first class stick seat work as any other style.

Light tops are generally put up with the narrow quarter. The stitching machine is now the "scape goat" that bears the burthen of extravagant labor. The leather work of tops not only bear its imprint, but fine satin linings are spread on muslin with a very thin leaf of batting between, and then stitched into plain, fine diamonds, or quilted into figured work.

The various stitching machine manufacturers are on the qui vive to so improve their machines as to produce an article that will stitch dashes without removing the cover from the iron. We suggest that the bearing wheel be made so as to raise up, if necessary, a half inch—to be regulated with a lever. This will adapt them to all kinds of work.

Silver moulding is being used quite extensively on light boot

The fronts of leather cushions are generally scolloped lightly

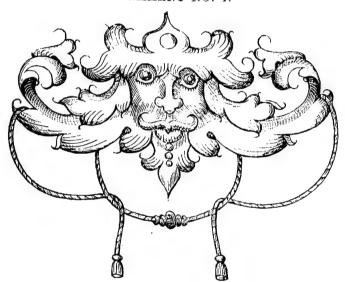
on the top in light as well as heavy work.

Cane work is sometimes painted a jet black, but for bodies, the imitation of willow plait (cut first by hand—now by machinery) is being cut to take the place of it. On the pannels of straight deep side work, it makes a good finish; it looks like fine, well "See Naples and die!" cries the Italian; but the Italian is plaited willow, the one lapping a little past the end of the other not alone in his enthusiastic tendency to metropolitan pride. The Cockney vies with the Frenchman in this respect, and Young giving the whole a very rich appearance.

PAINTING DEPARTMENT.

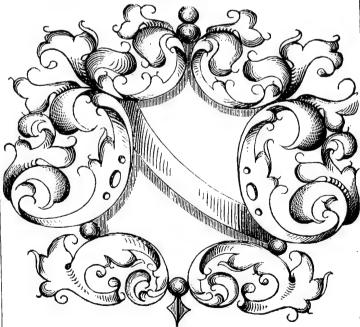
JAMES SCOTT, EDITOR.

ORNAMENT NO. 1.



The directions for coloring in the July number will apply to this also, with the exception of the inside spaces, which may be colored red and purple, or blue.

ORNAMENT NO. 2.



This is rather a fantastic design, but we think it will look



well. it to color in imitation of bronze. Lights, white and yellow.

in the rural districts, are still in the habit of using the common bristle brushes for coloring bodies. To all such we would suggest a trial of the camel hair, and will bet a big apple that they will discard the bristles forthwith and forever. They can be

WORTH KNOWING .- It is next to impossible to hang up a remove these marks a piece of silk is commonly employed, but that the practice of ornamenting carriages is yet in its infancy; stains might be removed by repeated washings in cold water. Acting on this hint, we tried water on the finger-marks. After sponging lightly and drying with a chamois skin, they disappeared as if by magic. Try this method. It will not impair the gloss if done carefully.

to be a very tedious job to smooth the stick with sand paper. it, until the superstructure is complete, and you loom up a A quicker and more effectual way is to use a long, narrow strip bright star in the galaxy of ornamental painters. of coarse, cotton cloth; wrap around the stick, and draw first one end and then the other rapidly. The friction softens the paint and you can reduce it to any degree of smoothness you

lover of art, one of the most pleasing features of the times is the rapid and universal growth of the love of ornamental dector among the people of our land. It is visible everywhere; in the architectural beauty of our buildings; in our tastefully laid out parks and gardens; in our elaborately illustrated serial literature; and in an endless array of articles manufactured in our workshops; articles in which artistic beauty and utility are skilfully and harmoniously blended. This is not merely the indulgence of a capricious fancy. No! It has become a pleasure and a pursuit, coincident with more general education and enlarged opportunities of observation.

and display of artistic genius than that of the carriage-maker, whether lead or any other, the use of tobacco-I mean chewing and we are proud to say, among no class of mechanics is a practit. It is the most powerful check to a substance acting to protical knowledge of art more generally diffused. The cunning duce spasms by suspending the muscular action in the stomach. chisel of the "wood-worker" produces carvings which impart a In short, tobacco possesses in this respect, the advantages, rich and elegant finish to a vehicle, that would otherwise look without the danger, of opium, and has been found of the greatest plain. The smith with consummate skill forges from the rough service to persons using paints which contain poison. At iron graceful scrolls, fancy stays, and neat collars, proving that the same time, persons who use it for the purpose I have stated, he too has an eye for the beautiful. The trimmer, while he should be careful not to indulge in the practice too freely, for keeps an eye to the comfort of the occupant of the carriage, the excessive chewing of tobacco will not only occasion a feel-loses no opportunity of adding to the beauty of his work. ing of stupid langor, which unfits a man for exertion, but may, The painter—but how shall we, as one of the eraft, culogize in time, bring on a disease almost as much to be dreaded as him, without laying ourselves open to the charge of egotism? the evils which it is intended to guard against." However, as our conscience acquits us of any intention to glorify our own profession beyond its merits, the charge, if made, will fall harmless. The carriage-painter is at once a chemist, an artist, and a mechanic. He scientifically mixes his colors until a rich combination is produced, with which he paints ceipt of the drawings it was impossible to do so. They shall the work. With rare artistic skill he relieves the surface with appear in the next.

We have never painted it, but would advise those using lines delicate as if traced by the hand of a fairy, and decorates Mix with equal parts white the pannels with unique and tasteful ornaments and designs. chrome yellow and raw umber. Shade with burnt umber. By an operation purely mechanical, he gives to the surface a ights, white and yellow.

FLAT CAMEL HAIR BRUSHES.—Many painters, particularly iron, rendering joints and nail holes invisible, and dressing in a garb of beauty an otherwise rough and uncouth looking

We are well aware that old fogy painters, superannuated "bosses" of the old school, and other benighted individuals procured all sizes, from 3 inches down to ½ inch. In using as devoid of taste as of reason, are eternally croaking about them it is necessary to thin the color more than ordinary. For the folly and extravagance of ornamenting work to the extent painting lake, marine blue, drop black, &c., they are invaluable. now practiced, and in their far-seeing wisdom predict that it will ere long give place to the old style of plain black, without job, put on the irons, curtains, bands, &c., without leaving finger marks, which sadly mar the beauty of the varnish. To only repudiate such an idea as absurd, but confidently believe not always with success; indeed, if the varnish happens to be a little tucky, as is often the case, silk will not remove them at country; east and west, north and south, are alike evincing a all. About two years ago, we painted a large coach, which, when finished, was very elaborately ornamented with finger-facture of vehicles. In view of these facts, our fraternal advice marks, to say nothing of an occasional bold outline drawing of to every carriage painter who has not already acquired a practical vehicles. the whole hand, which stood out in bold relief on the glassy tical knowledge of ornamenting, is to learn, try! Don't let one surface. While fretting and jawing, and using our silk wiper or two partial failures discourage you. Perseverance will acindustriously, we happened to recollect having seen pasted on complish much. As proficiency in the art of drawing is absothe first can of English varnish we ever beheld, printed directions for using it. Among other things it stated that mudyour profession, we would earnestly urge you to commence a series of drawing lessons forthwith, under your own tuition if you cannot procure a competent teacher. Energy, and a determination to succeed, will obviate the necessity of having one select model suitable for your business, and devote as much the gloss if done carefully.

To Clean Turned Sticks on Seats.—In sanding off a stick-seat body preparatory to putting on the color, it is found which to pile up item after item of knowledge as you acquire

CHEMISTRY OF COLORS, &C.

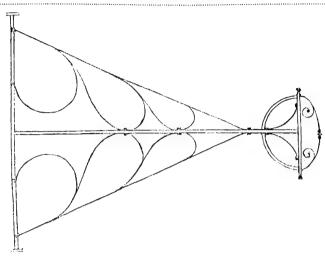
Umber is an impure oxyd of iron and manganese. It is brought from Umbria, in Italy, from which fact it derives its Ornamenting — Its Increasing Importance. — To the name. This color was formerly much used by carriage-painters

> size, which serves as the ground on which gold is laid, is to grind together some red oxyd of lead with the thickest drying oil that can be procured—the older the better. To make it work free, it is mixed before being used, with a little oil of turpentine.

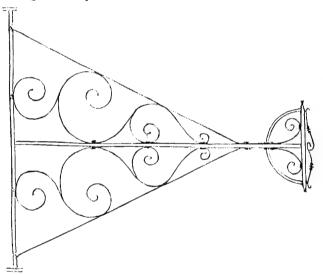
A recent writer, in speaking of the diseases to which painters are more or less subject, remarks: "I strongly recommend to every painter or varnisher while engaged in any part of his No mechanical pursuit offers a wider field for the cultivation business which requires him to use any poisonous substance,

IRONING DEPARTMENT.

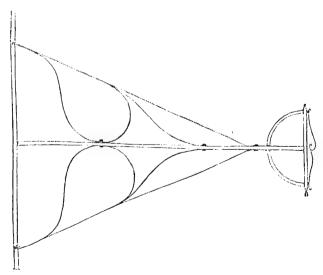
H. PRINGLE, EDITOR.



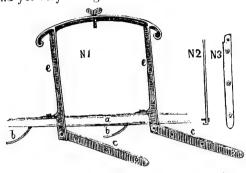
Above we present our readers with a very neat and original design for stays.



A very elaborately finished stay, contributed by our fellow craftsman, of this city, Mr. N. D. Chapman. This design is very appropriate for light fancy rockaways and phætons.



This design is the same as the first, but less complicated. It is a very appropriate style for all kinds of light work, being very simple, and yet very strong and fanciful.



Opera Board.—The above engraving represents a new and very elegant design for the construction of opera boards. The novelty of this consists in the make of the joint the board swings on, and the thumb screw in the top of the frame, which has the thread cut in the iron now holding it, in place of being in the top of the board as is usually done.

top of the board as is usually done.

The side bars, E, E, are shaped as shown, with a hook turned on the lower end, for the purpose of supporting the bars, C, C, when in the position they now assume. Rods, B, B, are connected to the perpendicular bars, E, E, and reach under the body where they are secured to the bottom. The object of these rods is, to give the upright frame more permanence.

Fig. 2 is an edge view of the perpendicular bars, E, E, showing how the hook is turned, and fig. 3 is a view of the bars C. C.

bars, C, C.

This is a very simple arrangement for an opera board, and we believe the strongest that can be made. We have made a number of them, and in every instance they have proved satisfactory.

THE NEW YORK GENERAL OMNIBUS COMPANY.—It is rumored that we are to have in New York City a new line of omnibuses established, and directed also by a company of Frenchmen, on the Parisian plan. It is stated that the first and model omnibus of the company is already finished at one of the manufactories in Paris, with an improvement which does not exist in the Paris omnibuses.

"A new mode of ascent and descent from the seats on the top has been applied, which renders accidents in this otherwise delicate operation impossible. They will also carry a cadran, or clock-counting system, the same as the Paris omnibuses, and of course will have 'conductors.'"

Proposals for subscriptions are advertised in the French Party pers for five millions of francs, and the following inducements to do so are held out to the proposed stock-takers. They say that "the population of New York and environs is one million and two hundred thousand, that the profits of the New York omnibus companies for the last three years averaged thirteen per cent., that the benefits of the new company must necessarily, through the advantages of the fusion of all the companies into one, be materially increased; that the Legislature of the State of New York has granted to this company a monopoly of the speculation [this is news to us] for sixty years; that the annual tax on each carriage at New York will be but twenty dollars, (which cannot be augmented,) while in Paris and London the same tax ranges from \$340 to \$360!" and lastly, that this company is to be organized by the same men who organized the Paris and London companies. Now, we have very little faith in this rumor, but, should it ever become an "institution" in this city, we think that our Yankee invention would by some means circumvent this Gallie incubation, and render its per centage on investments far below thirteen per cent. The fact is, it will be a great folly for any European company to undertake to compete in any undertaking with us, who are "half horse, half alligator and a little of the snapping turtle" thrown in! But let them come on, we need a little excilement in this dull town!

COLO (TO, VII)

COACH-MAKERS' MONTHLY DIRECTORY.

OF ADVERTISING IN THE DIRECTORY: TERMS

Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

All advertisements for a shorter time than twelve months, are charged 50 cents per line for each insertion; Payable in advance.

EDMUND TOWNSEND,

Urieville, Kent Co., Md.

MANUFACTURER OF EVERY VARIETY OF

BENT CARRIAGE TIMBER,

CONSISTING OF RIBS, POLES, SHAFTS, &C. ALSO, Unreed Spoke of all sizes, all of which are made of the best materials.

TERMS—Four months on approved paper, 5 per cent. off for Cash. IF All orders from a distance promptly attended to. June-1857

SPROUT'S COMBINED CARRIAGE SPRINGS

WARRANTED THE BEST SPRING NOW IN USE, AND TO GIVE ENTIRE SATISFACTION, IF PUT UP ACCORDING TO DIRECTIONS.

THEY POSSESS DOUBLE THE STRENGTH, consequently, the whole Springs, Perch and Braces, weigh 30 lbs. for the lightest open, and 50 lbs. for the heaviest top buggies, which are furnished at the following list of prices, the first of which is a Sulky Spring, which is the only Spring ever brought before the public that is well adapted to a Sulky.

	α
Sulky Springs	w
Open Buggy Springs	กก
Top " "	00
Clide Seat "	υu
Four Passenger	00
Four Passenger	nn
Six " 99	9

THE

CONTINENTAL WHIP SOCKET

OWES ITS POPULARITY TO THE FACT OF ITS LOOKING BETTER,

WEARING LONGER,

THAN ANY OTHER SOCKET IN THE WORLD.

For sale by

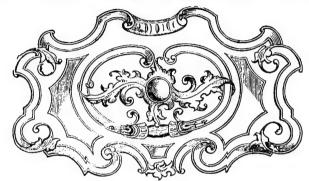
Coach and Saddlery Hardware Dealers Every [Feb. 1857. where.

P. HAYDEN,

MANUFACTURER OF

SADDLERY & COACH HARDWARE,

JAMES



It possesses nine distinct advantages over the Eliptic.

BACK BOARDS OR BRAKES, PUMP HANDLES AND WINDOW CAPS,

AND ALL KINDS OF

COACH CARVED AND TURNED ORNAMENTS.

No. 3, Mechanics' Block, New Haven, Conn.

HE styles of work done at this Establishment are modern, and the designs original. In sending orders, parties will please send a paper pattern of the place where the ornaments are to go. Patterns will be

W. M'DANIEL.

GEO. E. FORT

M'DANIEL & FORT,

IMPORTERS AND MANUFACTURERS OF

SADDLERY HARDWARE, AND

AND COSTING LESS COACH THE THE TOP OF THE T No. 101 North Third Street,

(Between Arch and Race, lower side, PHILADELPHIA.

K EEP CONSTANTLY ON HAND A FULL ASsortment of Coach Laces, Fringes, Cloths, Rat-tinetts, Damasks, Springs, Axles, Felloes, Spokes, Hubs, Curtain Cloth of all kinds, Curled Hair, Moss, Enameled and Patent Leather, Fly Netts, Harness Marchine, 55 March-1857.

EDITORIAL AGENCY.

FRENCH & SYMMES' Philadelphia Axle Works,

Broad St., above Willow, East Side. AXLES OF ALL KINDS FOR

Coaches, Light Carriages, &c., &c.,

Manufactured of the best Material and Workmanship. Orders solicited and promptly attended to. The Trade supplied on liberal Terms.

June-1857

JAMES H. DUSENBURY,

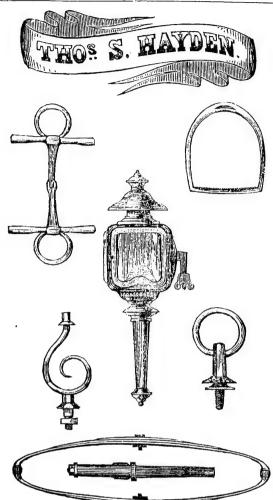
DEALER IN EVERY DESCRIPTION OF

COACH & CARRIAGE HARDWARE & TRIMMINGS.

No. 161 Bowery, (near Broome St.) New York.

CARRIAGE & WAGON MANUFACTURERS WILL find at this house, all the materials they may require in their line of business, at the lowest prices and on accommodating terms, such as Axlos, Springs, Bolts, Hubs, Spokes, Felloes, Shafts, Bows, &c. Also, all kinds of Patent Leathers, Cloths, Dannasks, Silks, Carpets, Threads, Tacks, Curled Hair, Moss, Varnishes, Japan, &c. These Goods are selected with eare, and with the express end in view of giving satisfaction to the Public. Silver and Brass Plating done.

It of Orders through the mall, when accompanied with the Cash, or satisfactory references, will receive immediate attention.



MANUFACTURER AND IMPORTER OF

SADDLERRY,

Harness and Coach Hardware, CARRIAGE TRIMMINGS.

AND

MALLEABLE IRON CASTINGS, 79 BEEKMAN STREET.

New York.

Every description of Malleable Iron made to order at short notice.

COACH TRIMMINGS.

Patent Dash Leather; Patent Enameled Patent Dash Leather; Patent Enameled Leather; Patent and Enameled Leather, fancy colors; Black and Fancy Colored Enameled Cloths; Union and all Wool Cloths, assorted colors; Ootton, Union, and Worsted Damasks, assorted colors; Worsted and Silk Coach Laces; Fringes, Rosettes, Tufts, Tassels, Curtain Silks, Buckram, Seaming Cord, Japanned, Brass, Silver, and Ivory Head Lining Nails, Moss, &c., &c.

HARDWARE.

Elliptic Steel Springs; Common and Patent Axles; Stump Joints; Brass and Silver Hub Bands, Dash Frames; Carriage Hinges and Handles; Carriage Knobs, Bolts and Lamps; Top Props; Curtain Frames; Apron Hooks and Rings; Turned Collars and Washers.

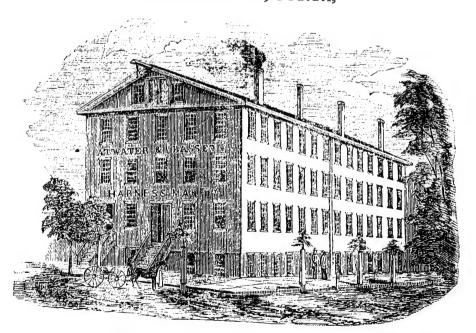
WOOD WORK

Spokes, Hubs, Bows, Felloes, Shafts, Poles, Whiffle Bars, Carved Spring Bars, Turned Seat Spindles, &c., &c.
Coach, Harness, and Trunk-Makers' Varnishes. Saddlers' Harness, and Trunk-Makers' Clouds.

kers' Goods. July-1857

ATWATER BASSETT,

NEW HAVEN, CONN.,



MANUFACTURERS OF AND WHOLESALE DEALERS IN

HARNESS,

For United States and Foreign Markets. Dealers supplied on reasonable terms. Aug-1857

H. GALBRAITH,



Silver, Brass, and Electro Plater,

CARRIAGE, ENGINE, and HOUSE WORK,

AND MANUFACTURER OF

COACH & SADDLERY TRIMMINGS,

COOK'S IMPROVED CARRIAGE: KNOBS,

SILVER FINISHING SCREWS, COOK'S IMPROVED PLATED 4 AND 5

BOW SLAT IRONS, PATENTED JAN. 27TH, 1857.

Silver and Lead Moulding, Spring Curtain Barrels,

Nos. 2 and 3 Japanned and Silver Capped Carriage Knobs, Spring Catches, Door Handles, Inside Handles, Caleche Trimmings, Card and Name Plates, Solid Head Silver and Japanned, Lining, Band and Saddle Nails, with Annealed Points, Top Props and Nuts, Joints, Rivets, Carriage Bands, from the cheapest, to the very best quality, Silver Chased Rosettes and ornaments of the latest pattern, Rosette Top Props, Silver Head Dash Bolts, Shaft Tips, Pole Yokes and Hooks, Plated Dash Rods and Collars, Plated Foot Rails, Acorn Nuts and Rivets, Acorn Loop Bolts, &c., &c.

Factory on Franklin, near Chapel Street. Warerooms, 81 State Street, NEW HAVEN, CONN.

Orders respectfully solicited.

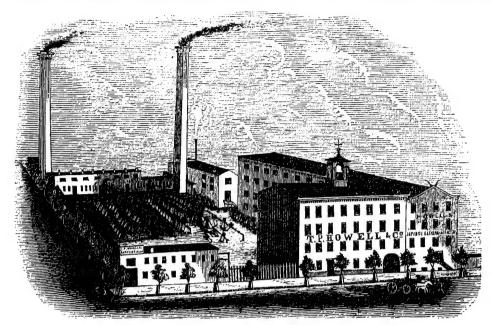
NOTICE.

Having obtained LETTERS PATENT for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27th, 1857, will be liable to prosecution.

Having made Hugh Galbraith, of this city, our General Agent for the sale of said Slat Irons, a good supply, on favorable terms, can always be had at his Store, No. 81 State Street, New Haven, Conn.

GEOBGE COOK, Patenteees. July-1857.

The Largest Establishment of the kind in the World.

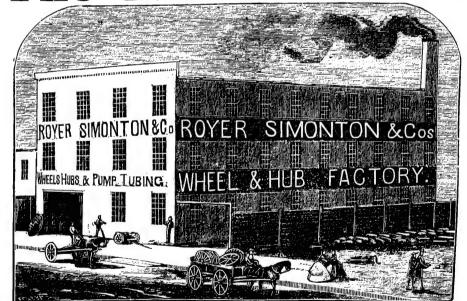


LEATHER PATENT ENAMELED OF EVERY DESCRIPTION.

Block Bounded by New and Wilsey Streets and Morris Canal. WARE ROOM, 218 MARKET ST. NEWARK, N. J.

P. S. The attention of Dealers is respectfully invited to this Establishment.

Western Great



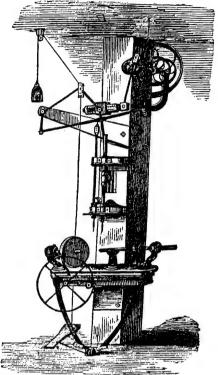
NUFACTORY. ROYER, SIMONTON & CO.,

Factory No. 375, South side of Third Street, below Smith Street, CINCINNATI, OHIO.

Mr. Simonton being a practical Carriage-Maker, our customers may depend upon having their orders filled correctly.

Jan., 1957.

LANE & BODLEY,



Daniels' Planers,
Gray & Wood Planers,
Tenoning Machines,
Mortising Machines,
Spoke Machines,
Spoke Machines,
Shaffing, Pulleys, &c.

Our POWER HUB MORTISING MACHINES ARE Already widely and favorably known, and and we solicit the patronage of the craft for any Machines they may nood, feeling assured that we can satisfy the most fastidious mechanic. We would refer to—Mossrs. Royer, Simonton & Co., Hub, Spoke and Whoel Mannfacturers, Cincinnati.
Woodburn, Scott & Co., Hub and Spoke manufacturers, St. Louis.

Woodburn, scott & S., St. Louis.
Mr. Wm. McLain, Hub Manufacturer, Baltimore.
And to our machinery wherever it is in operation. For descriptive Circulars and Price List, address
Jan-1857 LANE & BODLEY, Cincinnati, Ohio.

B. K. MILLS.

F. WOOD.



B. K. MILLS & CO.,

MANUFACTURERS OF

COACH LACE. TASSELS, SPEAKING

TUBES, &c.

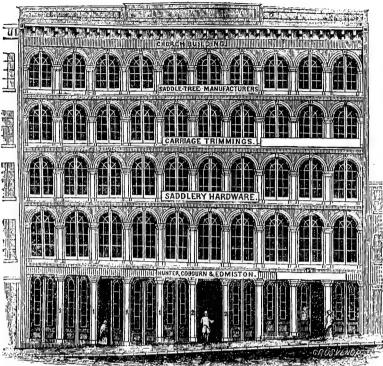
Bridgeport, Conn.

Orders solicited from Coach-Makers throughout the United States and Canadas. Having the largest Establishment of the kind in New England, we are confident that we can render universal satisfaction to all who may favor us with their patronage.

[Jan-1857.

QUINNIPIAC MALLEABLE IRON COMPANY. 65 TEMPLE STREET, NEW HAVEN, CONN., MANUFACTURE MALLEABLE IRON CASTINGS FOR Carringes, of every description of pattern, and of superior quality. 117 Orders respectfully solicited. Address Feb-1857] S. J. GOODWIN, Socry.

The Coach-Makers' Great Western Depot.



HUNTER, EDMESTON & CO., IMPORTERS AND MANUFACTURERS OF

SADDLERY HARDWARE, CARRIAGE TRIMMINGS, SADDLE TREES, LEATHER, SPRINGS, AXLES, &c.,

No. 2, Church Building.

Walnut Street, between 8d & 4th, CINCINNATI, OHIO.

UR arrangements are to have daily receipts of new and fashionable goods in every department of our business at very low prices. If Particular attention given to Orders.

CHAS. G. HARMER. JNO. P. HAYS. HENRY HANNAH.

HARMER, HAYS & CO.,

SADDLERY & TRUNK HARDWARE, HOOP IRON, ENGLISH BRIDLES,

Kerseys, Patent Leather, &c. NO. 72 BEEKMAN ST.,
(Late 273 Pearl Street.)
NE W YORK.

The attention of Coach Hardware and Saddlery Dealers is respectfully called to this Establishment. [May-1857]

Tacks, Gimp-Tacks, Brads, Finishing Nails, Hot Pressed Nuts and Washers.

CHESS, WILSON & CO., 119 Water Street, Pittsburgh, Pa.

MANUFACTURERS OF TACKS, BRADS.

ALSO, AGENTS FOR THE SALE OF Sterling & Co.'s Not Pressed Nuts and Washers.

New Saddlery Hardware and Carriage Trimming House.

M'WHINEY, HARE & CO.,
IMPORTERS AND WHOLESALE AND RETAIL DEALERS IN
FOREIGN & DOMESTIC

SADDLERY HARDWARE

CARRIAGE TRIMMINGS.

WHERE WILL BE FOUND A COMPLETE ASWas and Saddlers, which have been purchased direct from
the manufacturers, and selected wit's great care as to quality,
which we will sell to cash and prompt time buyers below the
usual market rates. Our arrangements with the manufacturers and blo us to have constantly on hand the newest and
most fashionable Goods in every department of our business,
at yory low prices. at very low prices.

Particular attention given to orders.

J. Y. M'LAUGHLIN & CO.,

TANNERS, AND MANUFACTURERS OF Japanned Grain Skirting, DASH, COLLAR, RAILING, ENAMELED HIDES,

And every description of

COLORED LEATHER,

Pittsburgh, Pa.

N. B. PARTIES VISITING THE CITY by taking a Lawrenceville Combines at the corner of Fifth and Market streets. Our leather can be seen and orders left with Leech & Mair, 127 Wood street.

[Feb. 1857.

JAMES PIERSON & CO.,

Varnishes,

Railroad Avenue, Cor. Chestnut Street, NEWARK, N. J.

OF To compete in qualities and prices with Nobles & Houres English Varnishes.

CHAS. C. PRICE.

PRICE, BOND & CO., Varnish Copal

MANUFACTURERS

MANUFACTURERS,

275 Rallrond Avenue, Newark, N. J.

OUR SENIOR PARTNER, MR. PRICE, HAS DEEN
Of the well known House of Bigelow & Price, from its
commencement, up to July 1st, 1836, and our Mr. Bond from
the House of D. Price, Fitzgerald & Go.
We therefore flatter ourselves; that from a long experience
We therefore flatter ourselves; we shall be enabled to
in this particular branch of business, we shall be enabled to
give entire satisfaction to purchasers,
We would respectfully
call attention to the following list of the most prominent
call attention to the following list of the most prominent
kinds, but more particularly to our Goach Varnishes, to which
we challenge competition from any and every quarter, viz:
We challenge competition from any and every quarter,
Listic, or imitation English Coach-body Varnish, for Kallroad Gars, Omnibusses and Goaches;
Wearing Goach-Body,
Coach-Body,
Coach-Body,
Coach-Body,
Coach-Body
C

Damar, Damar, Black and Brown Japans, Together with all the varieties of Farniture Varnishes. Newark, Feb 1, 1857.

HENRY OLNHAUSEN, Silver, Brass, and Princes Metal

No. 1 Exchange Block, Broad Street,

WOULD respectfully inform the Public that he is prepared to do all kind of Plating in his line, finished in the best style, and is confident that his work will meet general satisfaction.

style, and is confident that his work will meet general faction.

Special attention will be devoted to Coach work. Coach Special attention will be devoted to Coach work or otherwise, to me, will be promptly plated and roturned at a short time. Terms for Goach plating, 6 cis. per inch.

HENRY OLNHAUSEN.

Blake, Williams & Go., Columbus, Ohio, B. & H. F. Booth, ""
Wm. Bauder, Gircleville, "
R. Wissler, Ghillicothe, "
John Wilhelm, Wooster. "

 $\rm April-1857$

Great Western Bolt Works,

Corner of Western Row and Betts sts., Cincinnati, Ohio.

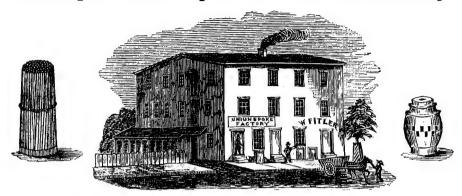
S. T. J. COLEMAN,

MANUFACTURER OF COACH AND CARRIAGE BOLTS,

Turned Collars, Machine Bolts, Six Sided Nuts, Pump Bolts, Bridge Bolts, Water Tank Bolts, Joint Bolts, Steamboat Stirrups, Gauge Cock Stems, &c., &c., &c.,

All from the Pure Sweed Iron, and every one guaran-

Philadelphia Union Spoke and Hub Manufactory.



Of every variety kept constantly on hand. Our stock of finished work is very extensive, so that we are at all times prepared to fill Orders at short notice.

Stock selected with the greatest care, and from the best that the country affords.

Any quantity of the very choicest white hickory and second-growth Timber will be found our mammoth establishment.

ELDREGE & FITLER, Philadelphia. at our mammoth establishment.

June-1857

The Greatest Improvement of the Age! McELROY'S

Patent Elliptic C Spring and Coupling.

The Best and Cheapest method of constructing pleasure Vehicles ever discovered.

H WH BPODER'S' A TO 'S' 'N'OD

Carriage Ironers and others in the

Iron Business.

HIRAM ABBOTT'S

UPSETTING MACHINE,

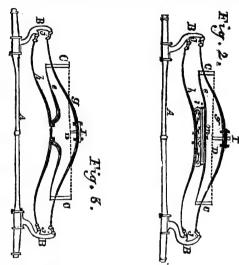
UPSETTING MACHINE,

ting pleasure Vehicles over discovered.

THE old fishioned C Spring stands acknowledged as without a vival, for ease of motion and durability, its only fault being the unconsumer and sticking out so far in the front and rear of the vehicle. For this reason the Elliptic has superceded it in this courty, yet the Elliptic, in order to perform the same office, consumers a far ground sticking out so far in the front and rear of the vehicle. For this reason the Elliptic has superceded it in this courty, yet the Elliptic, in order to perform the same office, one will be the control of t

FREEMAN'S PATENT BUGGY.

Patented in the United States, Oct. 21, 1856.



THE SUBSCRIBER WOULD RESPECTFULLY CALL the attention of Coach-Makers and the Public generally, to his improvements in Carriages, (patented as above) a full description and illustration of which may be found in the 2nd No. of the 2d Vol. of the Magazine.

These improvements have, within the last few months, been thoroughly tested upon every variety of road, and proved by practical demonstration to be an invention of real standard morit, and where introduced their sale has superceded that of all other buggies. The manufactory at which this carriage was first made and introduced, has, in consequence of the call for these carriages, been doubled in size, and is now found too limited to keep pace with the growing domand. Combining, as they do, unequaled ease of motion, beauty of design, lighiness and strength, they cannot but become a universal favorito wherever introduced.

The above engravings show the form and arrangements of the Spring, and the method of hanging the body. For a full description and illustration of the invention, see page 14 and Plate V, Vol. 2, of this Magazine.

The subscriber now offers this invention to the Public, with a feeling of confidence, that the purchasers will feel satisfied with, and reap a profitable harvest from any investments they may make in it. Rights and licences to manufacture and self this invention, may be obtained upon reasonable and accommodating terms, by addressing the subscriber at Burford, Brant Co., C. W. DANIEL FREEMAN.

Jan-1857

COACH LACE CO.,



John St., near Spring Perch Factory, BRIDGEPORT, CONN.

MANUFACTURERS OF

Coach lace and fringe, ROPE & TASSELS, SPEAKING TUBES,

FLOGS, CUT AND CORD TUFTS.
W. BOSTON, Manager.

Auburn Coach Lace.

HAYDEN & LETCHWORTH, MANUFACTURERS OF

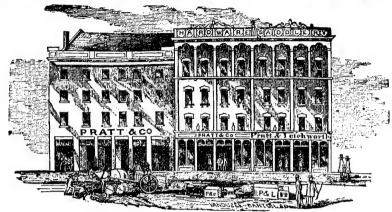
SILK & WORSTED LACES, AUBURN, N. Y.

Makers, Importers, and Dealers in Harness and Car-riage Trimmings, and Hardware of every description.

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MANUFACTURERS, IMPORTERS, AND DEALERS IN EVERY DESCRIPTION OF

OFFICE AND SALE ROOMS, No. 34 Terrace Street, Opposite the Western Hotel, and adjoining the Hardware Store of Messrs. Pratt & Co., BUFFALO, N. Y.

Oldest and Largest Establishment of the kind in the U.S.



H ANNAH & STOR M (SUCCESSORS TO CHARLES PEARL)

423, 425, and 427, Main Street, Poughkeepsie, New York,

I AVING purchased of Mr. Charles Pearl, his entire interest in the above establishment, we would respectfully call the attention of Dealers and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and style of Carriage Hub Band, constantly on hand. We also manufacture extensively from superior timber, well-seasoned Bent Felloes, Shafts, Poles, and Turned Spokes, and Scat Rounds or Spindles of every style.

Terms—Six months for approved paper, or five per cent. off for Cash.

Feb., 1857.

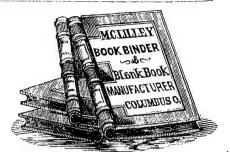
MANUFACTORY.

The Largest and Best of the kind in the United States. The Largest and Dest of the Kind in the United States.

EVERY variety of Seasoned, Morticed, and Unmorticed, kept constantly on hand, suitable for Trucks, Heavy Wagons, Omnibusses, Coaches, Rockaways, Buggies, Sulkies, &c. The subscriber spares no pains in procuring the best of timber, and in getting up his work in the most approved style.

Aug., 1856.

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Magazines, Journals and Book Work done in the best style,

Magazines, Journals and Book Work done in the boss of and at reasonable rates.

I am now engaged in binding Conch-Makers' Magazines and other works published by the proprietor of this Magazine, and have every facility for binding them as they should be bound. Send them by Express, and I will return them by the same.

Price for binding with gilt odge, one-half Turkey Binding, \$1.00 to \$1,25 per volume. Other work solicited.

July-1857 M. C. LILLEY.

The Greatest Improvement of the Age!

PATENT ANTI-RATTLING, ANTI-FRICTION

On an entirely New Principle.

It will last as long as a Carriage to which it is applied, without costing

a dime for repairs,

As a trial of more than two years abun-

Boxes containing \(\frac{1}{2}\) dozen setts or more, dantly proves. sent to any part of the United States or Canadas at \$1,50 per set.

TERMS—Cash. All orders must be ad-J. D. SARVEN, Columbia, Tenn. dressed to July-1857

F. M. PERKINS & CO.,

MANUFACTURERS OF

Pearl, Ivory, and Bone Trimmings,

FOR CARRIAGES, RAILROAD CARS, SAD-

DLES, HARNESS, &c., &c. Metal Carriage and Harness Trimmings, of all per scripilons. Also, Manufacturers of fine Pearl and Ivory Coat and Vest Buttons. WATERBURY, CONN.

July-1857

Naugatuck WHEEL COMPANY,

NAUGATUCK, CONN.,

MANUFACTURERS OF

HUBS, SPOKES, FELLOES & WHEELS

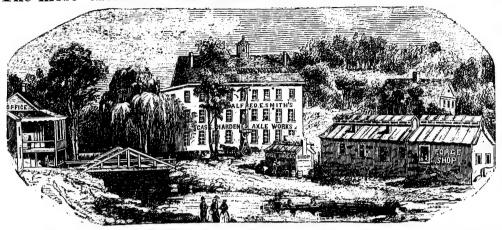
Of every description. Also, manufacturers of Ward's Spoke Turning Machine,

Universally acknowledged the best and cheapest Spoke Lathe now in use. Orders respectfully solicited.

NELSON FULLER, Pres't of the Company.

July-1857

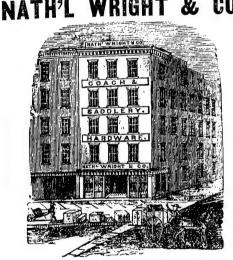
The most extensive Case Hard Axle Works in the



AT THIS ESTABLISHMENT ARE MANUFACTURED ALL SIZES AND KINDS of Case Hardend Axles, from Skeleton Wagon Axles to the largest kind of any style, comprehending the Plain, Solid Collar Taper, Philadelphia Style, 4 oil chambers to the Boxes; muts either square or six square, with or without flanges, as ordered. Also, Swelled Taper, Solid Collar Axles; Baltimore or Collinge Taper Axles, five oil chambers in boxes; A. E. Smith's Patent Baltimore "Mail. Patent" with 5 oil chambers. The peculiarity of this patent is, the box runs into the Collar instead of running over it in the old way, keeping out more effectually the dust, grit, &c., that is apt to get into axles and boxes after the washers wear; a smaller hub can be used, and the spokes are less liable to be cut off, and a deeper and entire bearing against the collar can be gained. The Old Collinge English Axles are also made here in great perfection, of all sizes. Also, A. E. Smith's newly patented corrugated boxes, made from malleable iron, having from 12 to 20 oil chambers running longitudinally to within 1½ inches of each end, making the boxes lighter, stronger, and easier to wedge in the hub, and when in cannot turn around in the hubs, on account of the axles heating and sticking as they sometimes do in the old way, because of the corrugative or ribs on the outside of the boxes. All these axles are made from Chargoal Hamberd and Magnetic Iron, and are all warranted. The references of this concern are generally the most extensive Coach-Makers in this country. A. E. Smith's Patent Washers, which last about ten times as long as the ordinary washers, are applied to his axles without extra charge, and when ordered separately, are sold at from three to five shillings a sett. Address Alfred E. Smith, Bronxville, Westchester County, New York.

Aug-1857

WM. W. HILL. JOHN WOODWARD, NATH'L WRIGHT, CO.,



Importers, Manufacturers, and Dealers In COACH & SADDLERY HARDWARE,

324 Broadway, Cor. Hamilton St., ALBANY, N. Y.

Aug-1857

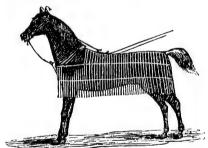
JOSEPH TROTMAN,

MANUFACTURER,

413 West Sixth Street, opposite Cutter, CINCINNATI, O.

N. B. All Orders punctually attended to.

KIDDER & BROTHER,



260 Pearl Street,

NEW YORK,

Manufacturers of every description of

KERSEY, WOOLEN AND LINEN

COVERS

Fly Nets & Neck Cords.

Every variety of

EAR TASSELS, REIN WEB AND WEB HALTERS.
Wholesale and retail.

[July-1857

KASSON FRAZER.

C. FRAZER.

PETER BURNS.

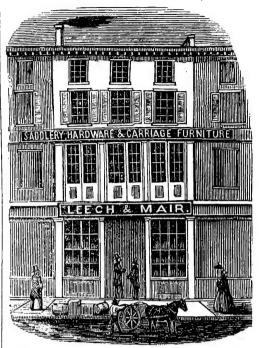
FRAZER & BURNS.

MANUFACTURERS AND EXCLUSIVELY WHOLESALE DEALERS IN SADDLERY HARDWARE.

Proprietors and Patentees of tho

Adjusting Trees, Hames & Buckles.

LEECH & MAIR,



No. 127 Wood Street,

PITTSBURGH, PA.

IMPORTERS AND DEALERS IN

SADDLERY & TRUNK HARDWARE

CARRIAGE TRIMMINGS.

WE keep constantly on hand as full an assortment of Goods in our line, as can be found in any city in the West, and respectfully solicit a continuance of the extensive patronage of R. T. Leech, Jr., whom we succeed. We still continue the most liberal inducements to our old friends, and to buyers generally. Being the oldest regular establishment in our department of trade in this city, our long experience enables us to know the wants of our customers exactly, and to make the most judicious selections in our various styles of Goods. The directed to this Card.

May-1857

T. SMITH & CO., 5.1 Beckman Street, New York WHOLESALE MANUFACTURERS OF EVERY DESCRIPTION OF

RIDING SADDLES.

Which are offered to the trade on the most reasonable terms. We feel confident that we can furnish Saddles of every kind, to Southern and Western Saddlers at a much lower price than they can make the same article for.

Orders solicited and promptly attended to. July-1857.

J. M. CORNWELL

SAMUEL KERR.

CORNWELL & KERR, Silver and Brass Platers,

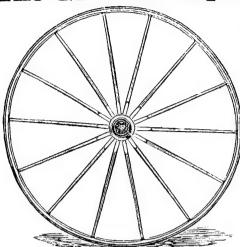
AND MANUFACTURERS OF

SADDLERY HARDWARE No. 3 St. Clair Street, near the Bridge PITTSBURGH, PA.

July-1857

[July-1857

Greatest Improvement of the Age! Important to Carriage-Makers and





ASHE'S IMPROVED WHEEL TIRE

PATENTED JULY 1st, 1856, BY

WM. A. ASHE, ASSIGNED TO JOHN C. HAM,

MANUFACTURER OF

Carriages, 358 Broadway, N. Y.

C. HAM solicits the attention of Manufacturers, of as well as gentlemen owning Carriages, Buggies, &c., to this important improvement, which was thor oughly tested before being patented and offered to the

The superiority of this tire over that in common use will be manifest to the most casual observer, while the manufacturer and amateur cannot fail to appreciate its true merits—the first of which is, that it re-

ate its true merits—the first of which is, that it requires no bolts to fasten the tire to the felloe, leaving that in its full strength, besides being a saving of the bolts and the time for boring and fitting.

Secondly, the tire having internally a raised bead in the centre, fitting into a groove on the periphery or external surface of the felloe, acts as a key at the sections of the felloe, preventing their wearing or bending. Thirdly, in resetting one of these tires, there being no bolt holes, and none to be made, the wheels or felloes will not, as with the old fire, be weakened with a multiplicity of holes, but as solid as it ever was.

Mr. Ham is ready to make arrangements with Coach Manufacturers for the sale of Town, County and State

Manufacturers for the sale of Town, County and State Rights, for

Ashe's Patent Tire.

John C. Ham is now ready to furnish the iron for the above patent, which comes as low as any good tire iron that is used. He is also prepared to build any kind of Carriage with the above improved wheel tire. The Wheel and Tire will be found at his place of business, where he invites the public to call and examine it. CAUTION.

All persons are cautioned against infringing the above mentioned Patent.

Parties purchasing a Right will be furnished in large or small quantities with the Tire Iron stamped "Asie's Patent, July 1st, 1856, J. C. Ham, Proparation," at the rate of one hundred dollars per ton.

The above engraving will serve to illustrate the application of the tire to the rim. The groove is cut with a Plane or Router, which J. C. Ham will furnish for \$2,00. The following are some of the advantages claimed in this improvement: 1st—Obviating the use of the ordinary number of bolts. 2nd—Preventing the tire from slipping. 3d—Straightening the rim, if crooked. 4th—Time saved in its application. 5th—From \$2 to \$3 saved in every set of wheels to which this tire is applied. 6th—Is lighter and stronger; and 7th—Imparts to the wheel a better appearance.

All iron manufacturers are authorized to roll this iron, so that it can be had with as much facility as that of the ordinary kind. Mr. Ham will sell shop rights at the following low rates, and gives a reasonable credit, viz:

20 30 "

The tire can be seen on wheels at Mr. Ham's Repository that have been run for over one year, and which will at once show the purchaser that it is what it purports to be, the best improvement of the age, in carriage wheels. Address J. C. Ham, as above.

[July-1857.

J. B. BEOMLEY.

C. F. DIBBLE.

B. S. PARDEE.

AT IVES STATION, HAMDEN, CONNECTICUT,

(Post Office Address, Mount Carmel, Connecticut,)

MANUFACTURERS OF ALL KINDS OF

CARRIAGE, CUACH, AND SAUBL BRASS, ELECTRO, CLOSE PLATED, AND JAPANNED.

DEALERS are respectfully invited to call and examine our large and varied assortment of patterns, for nearly every description of Carriage and Harness Mountings, to which we are continually making novel and desirable additions. Among our new goods, we would invite especial attention to our improved styles of Screw Cap and Bridgeport Bands. Also, to our Octagon Front Screw Cap Band, which, while it designedly serves the purpose of a step, is also the most showy and beautiful Coach Band ever invented.

These Bands are not made by any other Establishment.

Orders to any amount filled at short notice, and particular attention given to Packing and Shipping.

Terms and Price Lists sent by mail to Dealers only. All Communications addressed to us as above, will [March, 1857.]

[March, 1857.]

ULSTER IRON always on hand. [Aug. 1857]

Coach Hardware and Trimming Dealers.

JENNINGS?

PORTABLE FOLDING CARRIAGE

UNIVERSALLY acknowledged to be the U cheapest and most convenient contrivance for Buggies, Express Wagons, driver seats on Omnibuses to accompany the contribute of the contr

nibuses, &c., ever applied.

We do not wish to be understood as claiming this top applicable to the finest and most costly work that is intended for tops. But we do claim its superiority over the ordinary construction of tops, for plain work, and for all second-hand velicles

A Carriage-Maker having a number of these tops on hand, can furnish a second-hand buggy with one in such a short space of time, as not to detain his customers over half an hour, and when done, he gives him a durable top at half the or-dinary cost, and one that retains the very desira-ble advantage of heims. ble advantage of being shifting or movable, which

alone on ordinary tops costs \$10.

Coach-Makers and Dealers will be furnished with these tops, done up in neat packages, wholesale and retail, on the most favorable terms

Repository," No. 398 Broadway, New York.

JENNINGS & JONES, Proprietors.

Aug-1857

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SILVER, BRASS, & ELECTRO PLATER,

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EVERY description of Coach and Saddlery Hardware finished in the best manner and upon the most reasonable terms. Harness Trimmings Pole Volcar and T mings, Pole Yokes and Hub Bands of the latest styles and best finish kept constantly on hand and made to order. Orders from Coach-Makers and others respectfully solicited.

Terms—5 etc. position of the content of the conten

Terms—5 cts. per inch for light work; plate, cts.

CARRIAGE BRAKE.

THE undersigned begs leave to inform the public, and especially the Carriage and Wagon Makers, that he is now prepared to sell on the most reasonable terms, Shop, Town, County, or State rights, of his improved mode of brakeing Carriages and Wagons. The simplicity and durability of this brake is such as to recommend itself to all those who see it in operation. itself to all those who see it in operation.
Address GEORGE HAUCK

Mechanicsburgh, Cumberland Co., Pa.
P. S.—See Illustration in August number of H. S.—See Illustration in August number of H. this Magazine.

Aug-1857

EDWARD F. FOLGER.

WM. A. BIRD, JR.

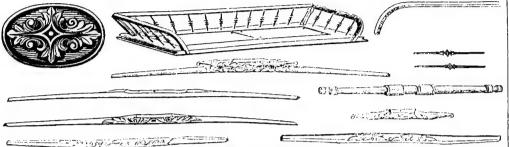
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Manufacture and keep constantly on hand, a large variety of every description of

The attention of Purchasers is especially directed to this House.

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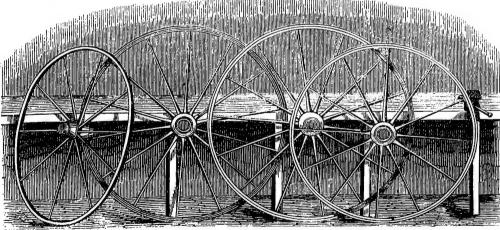
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Self-adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Bands, Silver do., Brass Sand Bands, Silver do., Stump Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Hinges, Silver do., Iron do., Solid Brass Handles, Electro Plated do., Sil. close do., Turned Iron Collars, do. Plated, Door Locks, Blind Catches, Brass Inside Handles, Silver do., Lining Nails, Silver, do. Brass, do. Japanned, Ivory Nails, No. 1, do. No. 2, do. No. 3, Brass Terretts, Silver do., Brass Pad Hooks, Silver do., Brass Swivels, Silver do., Ivory Inside Handles Ivory Pull-to Handles, Ivory Sildes, do. Knobs, No. 1, do. No. 2, do. No. 3, do. No. 4, Ivory Head Screws, 3/4, do. 7/8, do. 1, do. 1/8, Buckles of all kinds, Silver Chas'd Handles, Brass do., Patent Leather, Rubber Cloth, Oil Carpet, Coach Lace, Tufts, Tassals, Tuffing Twine, Seaming Cord, COACH LAMPS, Carriage Springs, do. Axles, do. Hubs, do. Spokes, Coach Door Slide Bolts, Coach and Buggy Whiffletrees, Bolts, Malleable Iron, Lead Mouldings, Spring Rollers, Curled Hair, Moss, Buttons of all colors, Mal. Hand Screws, 4 sizes, Knobs, Silver Chased Ornaments, Silk Fringes, Worsted Fringes, Card Plates, with names neatly engraved, all styles.

WOODWORKS:
Buggy Seats and Carriage Bows, Carriage Parts Plain, do. Carved, all styles, Seat Sticks, do. Rails, Spokes, Bent Felloes, Hubs, mortised and unmortised, together with other parts belonging to a Carriage

Rearing.
P. S. We would especially call the attention of purchasers to our quality of Eastern Timber, none but the best being used in the manufacture of our wood-works.

[Feb., 1857.]
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148, 150 & 152 York Street, Head of Grove, New Haven, Conn. MANUFACTURERS OF

CARRIAGE WHEELS & WHEEL STUFFS. OF EVERY DESCRIPTION.

SPOKES, Finished and Unfinished, HUBS, Mortised and Unmortised, BENT RIMS.

SAWED FELLIES, SPRING BARS, Plain and Carved, WHIFFLETREES, RUNNING PARTS, SEAT STICKS, HANDLES, &C.,

Always on hand made to Order, of the best Eastern Timber.

HENRY IVES, President,

[Feb. 1857]

HENRY G. LEWIS, Secretary.

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CARRIAGE SHAFT FASTENER.

WM. S. CHAPMAN,
Oct. 1-1856] Patentee and Proprietor, Cincinnati, Ohio.

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MANUFACTURE COACH AND CARRIAGE TEMPdened Axlos. We are the only authorized manufacturers of
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Jan-1857

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PAINTS, COLORS, BRUSHES & VARNISHES.

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SPRING PERCH COMPANY.

JOHN STREET, BRIDGEPORT, CONN.,

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Patent & Half Patent Axles,

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WE RESPECTFULLY SOLIGIT THE PATRONAGE OF those who are making the first class carriages. We believe we have deservedly acquired the reputation of manufacturing the best articles in our line, in the country. Our Springs are made from the best ENGLISH SPRING STEEL, (which is made expressly for us from Swedoe's Iron,) and are all thoroughly tested before they leave the Factory, Our Axles are of the best Salisbury Iron, and our Garriage Trimmings are made in the latest and most approved styles.

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Jan-1857 E. STERLING, See'y.

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North Granville, Washington Co., N. Y.

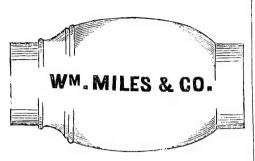
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TVERY VARIETY OF BEST CARRIAGE HUBS ON

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WILLIAM MILES.

WILLIAM JAMES.



NEWARK COACH HUB WANTFACTORY.

THE MOST EXTENSIVE ESTABLISHMENT OF
I the skind in the United States. Always on hand from
30,000 to 40,000 sets of Ean, Gum and Oak Hubs, of all sizes,
from 21, to 90 inches in diameter, and proportionate lengths,
and suitable for every description of work. Our large stock
enables us to fill orders of any extent with the great-st-possible dispatch.
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r. wilson, Cincinnati.

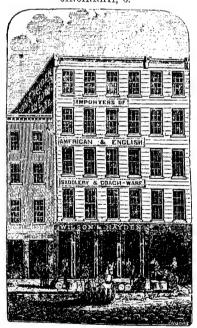
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CARRIAGE FURNITURE.

Nos. 22 and 24 Main Street. CINCINNATI, O.



Patent Collar Leather and Dash Leather, Black and Fancy EnamePd Cloth, Japan'd and EnamePd Cirtain Cloths, Damasks, Cloths, Lacos, Fringes, Springs, Axtes, Malleable fron, Felloes, Bows, Spokes, and Hubs, and every other article used in the manufacture of Carriages.

Agents for Noble's & Hoar's Loudon Varnishes and Paints. One of the partners residing in New York, gives us every facility of buying goods upon the very best terms.

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John A. Gardner.

Silver Plater, 81% Bowery, between Hester & Walker Sts., N. Y.

81½ Bowery, between Hester & Walker Sts., N. Y., MANUFACTURES TO ORDER, AND KEEPS CON-LI stantly on hand, all kinds of plated Garriage Hardware and Trinmings. Saddle and Harness Makers will also find a full assoctment of Tevrets, Hooks, &c., of the latest styles, IJP Deshos, Akbenuts, and other jobs left at this shop will be plated expeditiously, neatty, and on very reasonable terms. Please give me a call.

C. N. LOCKWOOD,

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Coach Lamp Manufacturer AND SILVER PLATER,

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THE LARGEST ASSORTMENT IN THE UNIted States, embracing over 190 different sizes and patterns of Coach and Buggy Lamps.

Engine and Signal Lamps, Coach and Cantel Mouldings, Curtain Frames, Dashes, Railings, Branch Irons, Handles, Pole Hooks; Tuft Nails, &c., &c., constantly on hand at Wholesale and Retail. [july 1857.

CARRIAGE TRIMMINGS. JOHN P. JUBE,

83 Bowery, New York,

Keeps constantly on hand a large assortment of choice

Saddlery and Coach Hardware.

Together with a well selected Stock of the most approved Manufacturer's

PATENT LEATHER,

PATENT LEATHER,
Japanned Curtain Cloth, Warranted Steel Springs,
Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles
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Hair, Moss, &c. [June, 1857.

KENNY'S PATENT NOISELESS CARRIAGE IRONS

Patented July 29th, and Nov. 25th, 1856.

AGENTS:

Geo. N. Davis & Bro., 152 Congress Street, Boston; Mun 30n, Morse & Co., 63 Temple Street, New Haven, Conn.

By the application of Vulcanized Rubber and Malleable fron to the different parts of a Carriage, the continued rat-tling and constant wear is obviated, and the numerous acci-dents and detentions occasioned by the Whiffletree Bolts and transient Bolts getting out, or breaking off, are prevented.

PRICE LIST-IN SETTS:

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SELDEN & LANDPHERE.

MANUFACTURERS OF

CARRIAGE WHILE & BONS, SPOKES, HURS, FELLOES, BENT RIMS,

Shafts, &c. GEORGE SELDEN, JR., ASA LANDPHERE. Nov-1856

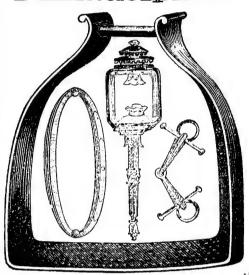
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REMOVAL

NO. 49 NORTH THIRD STREET,

To No. 318 Market Street, between Third and Fourth,

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Having removed from our old location as above, we would respectfully invite your attention to our large and well asserted Stock of

SADDLERY HARDWARE,

Harness Mountings and Carriage Trimmings,

Comprising every variety of Goods used by Saddlors, Harrness and Conch-Makers, and of various qualities, which we offer at low prices for Cash or approved paper, we would especially call attention to the very superior qualities of flar-ness Mountings, manufactured by Mr. Welch, exclusively for ourselves, as being the best made in this country or Europe. Should we be favored with your orders, they will receive our prompt attention. Among our stock will be found the articles enumerated below.

Stirrups, Bridle Bits Same Pellow-Harness and Bridle

prompt attention. Among our stock will be found the articles cummerated below.

Respectfully yours.

GOFF & PETERSON.

Stirrups. Bridle Bits, Spurs. Roller-Harness and Bridle Buckles; Wood, Ivory, Gutta Percha and Metal Martingale Rings; English Bridle Fillings; Shoe Thread, Saddler Silk and Thread; Saddle Nails, Halier and Trace Chains; Saddle Rings; English Bridle Fillings; Shoe Thread, Saddlers Silk Trees, Curb Chains, Tacks; Wagon, Buggy and Riding Whips; Horse Brushos, Curty Combs and Cards; Terrets and Hooks, Plad Screws; Iron and Wooden Hames, Snaps; Breeching, Trace, Pad and Crupper Loops; Trace Hooks and Silver, Cockeye; Halter, Breeching and Harross Kins; Brass, Silver, Cockeye; Halter, Breeching and Harross Kins; Brass, Silver, Gorkeye; Halter, Breeching and Harross Kins; Brass, Silver, Brids and Whalehone Rosettes; Ornaments, Pad and Harness Composition; Pad and Gig Saddle Honsings, and Bridle Fronts; Fair Calf mad Hog Skins and Skivers; Morocco and Lining Skins; Goat, Buck and Chamois skins; Welting and Lining Skins; Pad Skins; French Calf Skins; Padoli Bidle Fronts; Fair Calf and Hog Skins and Skivers; Morocco and Lining sand buck; Horse Blankets and Korseys; Traveling of Drilling and Duck; Horse Blankets and Korseys; Traveling of Drilling and Duck; Horse Blankets and Korseys; Traveling of Drilling and Duck; Horse Blankets and Korseys; Traveling of Lar Checks; Saddle Cloth and Serges; Worsted and Cotton Bindings; Gifth, Rollorand Rein Webs; Straining, Diaperand Boot Webs; Gotton, Worsted, Linen and Leather Fly Nots; Gotts, Danasks and Rainers; Gotalines and Gurtain Lining Xails; Lamps, Guttain Frames, Knols; Hub-Bands, Dashers, Bundles; Apron Hooks and Rings, Whip Sockets; Garriage Bolts, Springs, Axles; Axle Glips and Shackles, Shali Tips; Stump Joints, Top Props, Hinges; Polos; Hose, Bows, Boess, Shafts, Poles; Moss, Deves Hair, Curled Hair; Velvet and Tapestry Carpets; Floor Oil Gloths, Buckrams; Furniture Oil Cloth.

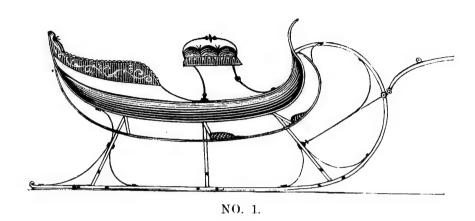
John Tennis & Co., EXCLUSIVE WHOLESALE DEALERS IN

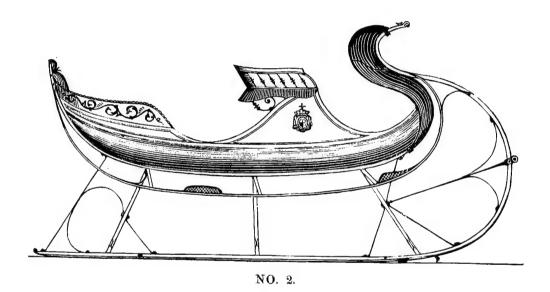
FOREIGN & DOMESTIC

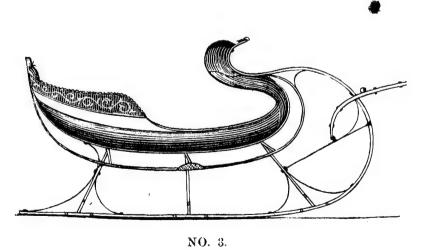
ALSO, EXTENSIVE DEALERS IN CARRIAGE & HARNESS TRIMMINGS, Cleveland, Ohio.

Nov-1856

THE COACH-MAKER'S MAGAZINE---PLATE NO. 31.





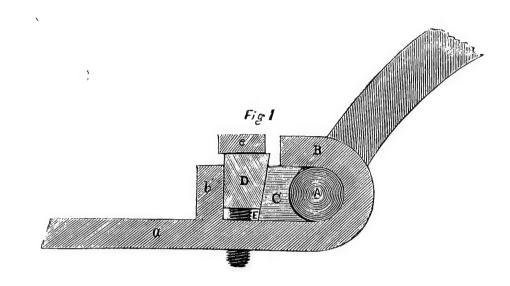


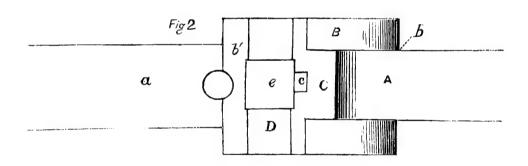


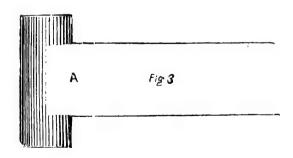


THE COACH-MAKERS' MAGAZINE.--PLATE NO. 32.

COLEMAN'S PATENT, IMPROVED ANTI-RATTLING SHAFT COUPLING.







400 DG7. 6310



VOL. V.—NO. 4.7

SEPTEMBER, 1857.

[C. W. SALADEE, Editor and Proprietor.

COMMUNICATIONS.

For the COT WHERE I WAS BORN.

BY M. G. TOUSLEY.

Let others sing of sculptured Halls,
By human art adorned,
But I will dream of the rock and stream,
And the cot where I was born.

That old brown cot with haggard tile,
Had weathered many a blast,
When the pelting rain, with the sable train
Of the storm-king sauntered past.

I loved the cool and friendly shade
Of the brown rock by its side,
Whose crevice gleamed with the gushing stream,
Of the pure and limpid tide,

Oft have I toyed with the damp cool sand,

And the moss so old and sere,

When the sunlight strayed through the witching shade

Of the pine trees nodding near.

But Oh! to see that grand old stream,

Down by the garden's side,

Where the playful trout would skip about

Within its silver tide.

Oft have I strayed upon its banks,
To watch its changeful flight,
Or steered my plank where willows drank,
And pebbles glistened bright.

A dear wild spot was my childhood's home; Fond memory paints it still; With its mountain side where the sun would hide, And its "pond" upon the hill.

Within that cot the kindlier flame
Was felt without alloy;
And sister's dear, were ever near,
To guard the "darling boy."

Our gray haired sire, (now gone to rest,)
Would cheer the Winter's hearth
With tales of yore—a gladsome store—
Re-echoed back with mirth.

But woe is me—a wanderer now,
On life's uncertain tide;
Those times have fled, those joys are dead,
And friends are scattered wide.

Yet memory with her magic ray,
Reflects the gilded past,
And the soul-harp flings from its tuneful strings,
Sweet music on the blast.

And I yet will dream of the garden stream,
Of the rock and the pine tree's shade;
Of the moss so sere, of the friends so dear,
And my brown cot on the glade.

THE DREAM SONGSTERS.

Like tears of light, by Cynthia shed,
Or diamonds hung in ether blue,
The stars came twinkling overhead,
And clouds distilled their evening dew
O'er hill and bower,
On field and flower.

By "Morpheus" borne on spirit wing,
I saw the land by poets sung;
"The land of dreams" where bright birds fling
A thousand hues, and tune their tongue
To notes of love,
In field and grove.

A friendly cypress threw its shade,
And tuneful voices filled its boughs,
As chanting to their native glade;
Methinks I hear the music now
In sweet refrain,
Steal o'er the plain.

Bright birds may flit on starry wings,
Beneath the blaze of tropic skies,
Where orange groves their fragrance flings,
And spicy gales forever rise
O'er silver lake
And palace gate.

But fair Columbia's rural glades,
Her wilder scenes hath charms for me,
And cooler are those noble shades,
Than tropic plant, or orange tree;
Our home we love,
Though free to rove.

Where laughs the torrent in the grove,
Where plays the zephyr, wild and free,
Where fragrant vines are interwove,
With varied boughs of forest tree;
There will we sing
Our morning hymn.

The spell is broke; alas! alas!

No forest, bird, or bower!

That cheating dream too quick hath passed,

And left me victim to its power.

How lifelike seems

How lifelike seems
Those witching dreams.

A DREAMER.

1000 B

COEDGE

LIGHTS AND SHADOWS BY THE WAY-SIDE.

The Mohawk Valley would be a second "Sleepy Hollow," had it but the pen of an Irving to weave its legends into romance. But since it has found no native historian to do justice any one with a view to personal comfort, be so ungallant as to to its memories, I shall not attempt the task of their portrayal. Suffice it to say, that the same murky, shallow stream ripples of silks and such a killing glance as would flash upon the imputhrough the valley in dreamy murmurs; many of the same old oaks spread their broad arms, making fantastic shadows upon its America, too, throws himself down in the seat and studiously surface that did when the sons of the forest invoked the Great Spirit, and kindled their camp fires upon its banks. But after the din of hostile tribes and armies had quitted this otherwise the seat, and then pass on. A few—but alas! too very few to seek their own level by decay; when the "oldest inhabitant" while the amount of gentlemen and ladies upon a rail car, was left to point out to the historical traveler the meaning of getting twice their money's worth. Reader, are you one of the this green mound or the site of that great struggle, the quiet people grows home herein described? If so, know this, that there is of Amsterdam and Harkimer had to contend with a new foc. At no place wherein the heart is made manifest in such utter that period, those rural New Yorkers are said to have found it nakedness, as among strangers, and after a day's ride on the cars. necessary to arm themselves with dogs and sundry other defensive impliments to keep the Yankees from stealing their farms. One incident occurred, which put its cautious inhabitants forever upon their guard, and gave a sad check to the speculative incursions of the "nutmeg" gentry. At the time to which I refer it was processory for reasons to the speculative incursions of the "nutmeg" gentry. At the time to which I refer it was processory for reasons to the speculative incursions of the "nutmeg" gentry. At the time to which I refer it was processory for reasons to the speculative incursions of the "nutmeg" gentry. At the time to which I refer it was processory for reasons to the speculative incursions of the "nutmeg" gentry. At the time to which I refer it was processory for reasons to the speculative incursions of the speculative incursions of the "nutmeg" gentry. At the time to which I refer it was processory for reasons to the speculative incursions of the speculative incursions of the "nutmeg" gentry. At the time to which I refer it was processory for reasons to the speculative incursions of the spec I refer, it was necessary for persons traveling on Sunday to ing through Harkimer, happened to pass through a district money than his education. The honest old supervisor requested him to write the pass and present it for "his \bowtie mark." Instead of this, the Yankee drew an order upon his merchant for \$50 in goods and \$50 in cash, and the old gentleman signed it. Matters went on smoothly enough until the merchant presented his bill. At first the supervisor was astonished; but upon examining the document he comprehended the joke and exclaimed: "that tam Yankee pass!"

But those good old days of primitive honesty and ignorance have passed forever away from the quiet old valley. Yankee may now pass by, armed with clocks, books or notions, itself with performing necessary acts of kindness. But there is without exciting alarm, and in many instances will find to his a class of reckless libertines, who perambulate the country sorrow that the worst Yankees in the world are Dutch by steamboat and by cars, to country, town and watering place, Yankees.

IMPERTINENT SUGGESTIONS AND INFERENCES.

The present fashion for bonnets reminds one of the comical knee buckles, blue coats, and such a cap! with no front; in color deep red, and ornamented with a gold tassel at the top, but in size only sufficiently large for the 6 tassel. but in size only sufficiently large for the fist of the student. But this was all well enough as no one was green enough to attempt to wear one (of such dimensions) upon the head, but carried it carefully concealed under the left arm. The lady in front of me carries a top piece of proportionate dimensions, but foolishly persists in trying to make of it a "covering for the head," but it hangs back as if ashamed that such a forced interpretation of the word "bonnet" should be persisted in. To her, picks up her fan, kisses the hand of the dear little innorelieve it from such embarrassments, I suggest that the name be cent, converses and smiles charmingly, compliments the child changed. But what shall the article be named? Ah! I have it. Phrenological obscurers, as they hide the domestic group falling in with such an agreeable companion, and sighs that the from the scrutiny of modern science.

TWO GREAT USURPERS.

Crinoline is a great usurper, but that spirit of exclusiveness which makes codfish aristocracy shrink from the contact of common humanity, is by far the greater one. Several lady, unsuspecting in her ignorance of "way-side shadows," gentlemen appear to be standing in the aisle of the cars, without heeds it not; yet the sequel too often proves seats. Still there is but one person in most of the seats, yet they are all full. There sits a gray, moustached old Russian gentleman, stiff as a stilt, with his lone seat barricaded in true military style, with valise, hat-box and shawl. Who would dare to intrude upon the seclusion of this august diplopatist? Yet he pays no more for his seat than the Irishman that sits at

The lady that sits at my right with gold bracelets his rear. and flowing crinoline, manages with herself, her luggage and her child, to monopolize two whole seat. She undoubtedly thinks herself a very kind hearted, amiable lady, but really she is a selfish, cold hearted, spoilt child of fashion; and should remove her luggage and occupy the spare seat, such a gathering dent intruder! Ah! who would dare to do it? Young passing by, throw a wishful glance at their undivided share of while the greater portion seem to feel a swinish satisfaction in THE LATEST KICK.

My country friends, what would you think, to go into a first you are a fashionable man, you will seize a table spoon and douse in ice till the steaming liquid is thoroughly chilled, then drop a thin slice of lemon on top to flavor it, and sip at your where the official had been elected more on account of his leisure. If you can do this in true "upper ten" style, can eat peas like a John Chinaman, dispose of your napkin gracefully, display your taste in selecting the choicest brands of wine, and will never call for soup twice, you will then pass as a gentleman of taste and refinement among the raw flesh gourmands of fogy "Astor" or "fast St. Nicholas."

FALSE GALLANTRY.

Nothing is more commendable than true gallantry; nor is there anything more disgusting than those obtrusive attentions which the traveler so often sees forced upon lone females traveling upon the cars. True gallantry is respectful, and contents whose highest aim in life seems to be the seeking out of adventures. Such are ever ready to "ring in" and play the gallant whenever they can get a look of approval or a shadow of excuse. A simple hearted, easy disposed female can scarcely appear really ungrateful; and when once permitted to look after the luggage, tell the distance to the next town, or speak to the child and next to the mother, the process of "ringing in" is commenced. He then commences to approach step by step, yet so cautiously and adroitly, that no shadow of suspicion can be entertained of his sinister purpose, yet so successfully, that in less than two hours ride he occupies a seat with directly and the lady indirectly, congratulates himself upon journey is not a thousand miles longer. By this time he flatters himself that he has made a killing impression. The conductor looks at the newly mated pair chatting away at a furious rate, and winks knowingly at some bachelor friend, and they soon become the observed of all observers. But the unsophisticated

"That stripped of all deceptive gloss, Those 'wayside lights' are shadows grim; False as the torch that sudden durts This welcome ray through vapors dim,
Which followed, leads the dangerous way
Through swamp and marsh, with gilded ray,
Then vanishes in night."

COLONY

WASHINGTON'S HOUSE ON THE HUDSON.

by the residence of Washington. The site of the old stone sketch in fancy from the real, until they have endowed the mansion is a high plat of ground in the south-western part heroes of their musing with the choicest gleanings of elyseum. of the town, the lower side of which presents a steep bluff bank to the river. Visitors pass up about half the width of the lot, on the north side, and ascend the steep rude path that leads to its summit by the aid of a rope that stretches from the top to the bottom. Upon reaching the high ground, a rolling grass plat to the extent of about two observe those two small, but significant words, than those to acres spreads out before the eye, in the centre of which stands whom they are addressed. The minister, the philosopher, the a rude but substantially constructed one-and-a-half story stone man of law, and he who by the sweat of his brow tills the earth. house; this was Washington's residence. Numerous old field To those, therefore, of my own calling or class, will I make a pieces delivered at the capitulation of Saratoga and captured few remarks. How oft do we find among this class a noble at the taking of Stony Point, with a few small brass pieces preintellect, a lofty, ambitious mind, a soul of holy and mighty
sented by Lafayette to Washington's army, lay strewed around,
aspirations, who would face personal danger without flinching, or mounted upon the brow of the hill that overlooks the river, shrink in coward terror at the malicious carpings of the prejuwhile a tall flag staff unfurled the stars and stripes above the diced and ignorant—that intellect become deadened, that amlast resting place of a veteran scout, who accompanied Wash-bition degraded, that soul big with good and holy desires, ington as a guardian and friend through the darkest perils of sink to a level with the drunken and debauched, because, not

passing through the house the public rooms are filled with interesting relies. The sword of Lafayette, the spur of Major Andre, Washington's accounts with the government, a framed and braided lock of the hero's hair, great numbers of autograph letters written by Washington, De Wit Clinton and others at different periods of the revolution, and a host of musty books, rusty arms, and revolutionary relics. In a shed at the rear is a piece of the huge chain, and pieces of the posts that originally stood in the river at West Point, to prevent the British fleet from passing up the river to pillage and burn the American towns. About half way from the house to the brow of the bank in front, is said to be the place where the Commander-in-Chief took leave of his officers at the close of the Academy, was at that period the head-quarters of the American army.

HUDSON RIVER, SCENERY AND INCIDENTS.

Not an inch of ground on either side of this beautiful sheet is devoid of thrilling historical interest. The blue hills and rugged peaks of Orange, Ulster and Green, at an early date, nourished some of the warmest friends and bitterest foes of liberty that the world can boast, and their plots and counter the impression to become a fixed fact, and act accordingly, plots rendered that wild region the theatre of the deepest of thereby aiding in the enactment of a law, at the thought of intrigues, and the fiercest of hand-to-hand encounters. That which our soul revolts, and which is antagonistic to every feel noble and high minded martyr of loyality, Major Andre, found ing of republicanism. In order then to look at this in its true his grave in one of their romantic valleys, and here (as tra-light, we must know ourselves, and to do this we must go back dition informs us) the friendly beach that sheltered his grave, twined her roots tenderly around the skull of the stranger. Tar-happy and joyous lad, having left the home of our childhood, rytown, the place where the three New York volunteers effected everything that was cherished and dear. The mild and watchful his capture, is a small town on the opposite side of the river, eye of a much loved mother, the father whose every action and A marble monument stands upon the spot where the capture word had so long been looked up to as so much above all others, was made, and bears a simple and appropriate inscription. But the most singular feature connected with the erection of this alter to hear the departing one receive the paternal benison. monument, is the fact that the land upon which it stands, was deeded to the State for that purpose by a black man, and ant with hope, joyous with anticipation; every feature and a fugitive from southern bondage. No spot of ground has fur-nished a more thrilling page in our early history than the banks and a man. Then it is, while the young heart is tender, open of the Hudson, and not a spot upon either shore has escaped to receive almost any sentiment, looking up to all as superior in the tread of hostile armies. From this fact, the little villages knowledge, grasping at all that is considered by him as inforthat line its banks are fast growing into notice as watering mation, imbibing all expressions that are current and fast, places for the resort of southern gentry.

City, are crowned with mimic towers, castles and villas, where for their supreme audacity, and although like the gad fly dethe New York notables "build their nests like eagles in the tested and feared by the respectable portion of community) are

rocks." Here, too, the literati of book-making New York look forth from their high places upon a scenery that rivals that of About two-thirds of the way from Albany to New York, forth from their high places upon a scenery that rivals that of and on the west bank of the Hudson, stands the little town of Italy, had it but her mellow sky, and there, as the twilight Newburgh, rendered famous from the fact of its being honored softens upon the sails below, dream of plots and scenes, and

> For the Coach-Makers' Magazine. MECHANIC "KNOW THYSELF."

Methinks there is no class of men who have more reason to knowing himself. He knew not his own weakness. He knew A gray headed old man, employed by the State to take eare of the premises, sits through the long summer day and reads was lost. Firmness, perseverance, all determination sank into the daily news upon the side bench of the front porch. In nothingness, and he became one of the many we find in almost every factory.

> There is a feeling very prevalent among a vast majority of mechanics, a feeling, the essence of which is instilled into the youthful mind long before it has become initiated into the mysteries of his future workshop, grows with his growth, and strengthens with each succeeding year, until, before he merits the name of mechanic, he is overpowered by its giant proportions, and crushed into a sphere vastly lower than that which nature destined for those of her lowest animals.

I speak of the feeling of inferiority; not that we allow openly any show of inferiority or superiority, but the idea that a mechanic is considered by community superior to him who can by other means than actual manual labor earn his daily West Point, the present site of the famous Military bread; an idea that there is a line of demarkation laid down, over which the operator cannot step without violating a fixed law of society, as immovable as the laws of the Medes and Persians. True, in appearance, and to a certain extent, such is the case, but in order to look at this in the true light, I must repeat, "mechanic, know thyself."

After the seed of prejudice is sown, how easy a matter is it, with but a superficial knowledge of society or its laws, to allow adopting principles which are so commonly discussed in our The summits of the beautiful green hills that overlook the east side, the entire distance from Sing Sing to New York pressions, drawing conclusions from, and apoing those (who

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LIGHTS AND SHADOWS BY THE WAY-SIDE.

The Mohawk Valley would be a second "Sleepy Hollow," had it but the pen of an Irving to weave its legends into romance. But since it has found no native historian to do justice to its memories, I shall not attempt the task of their portrayal. Suffice it to say, that the same murky, shallow stream ripples through the valley in dreamy murmurs; many of the same old oaks spread their broad arms, making fantastic shadows upon its surface that did when the sons of the forest invoked the Great Spirit, and kindled their camp fires upon its banks. But after the din of hostile tribes and armies had quitted this otherwise quiet retreat, after the forts and battle grounds had been left to seek their own level by decay; when the "oldest inhabitant" was left to point out to the historical traveler the meaning of this green mound or the site of that great struggle, the quiet people of Amsterdam and Harkimer had to contend with a new foc. At no place wherein described? If so, know this, that there is that period, those rural New Yorkers are said to have found it nakedness, as among strangers, and after a day's ride on the cars. necessary to arm themselves with dogs and sundry other defensive impliments to keep the Yankees from stealing their farms. One incident occurred, which put its cautious inhabitants forever upon their guard, and gave a sad check to the speculative incursions of the "nutmeg" gentry. At the time to which I refer, it was necessary for persons traveling on Sunday to procure a written pass from the supervisor. A Yankee traveling through Harkimer, happened to pass through a district where the official had been elected more on account of his money than his education. The honest old supervisor requested him to write the pass and present it for "his mark." Instead of this, the Yankee drew an order upon his merchant for \$50 in goods and \$50 in eash, and the old gentleman signed it. Matters went on smoothly enough until the merchant presented his bill. At first the supervisor was astonished; but upon examining the document he comprehended the joke and exclaimed: that tam Yankee pass!"

have passed forever away from the quiet old valley. The

IMPERTINENT SUGGESTIONS AND INFERENCES.

The present fashion for bonnets reminds one of the comical outfit of a celebrated charity school in London-short breeches, from the scrutiny of modern science.

TWO GREAT USURPERS.

Crinoline is a great usurper, but that spirit of exclugentlemen appear to be standing in the aisle of the cars, without seats. Still there is but one person in most of the seats, yet they are all full. There sits a gray, moustached old Russian gentleman, stiff as a stilt, with his lone seat barricaded in true military style, with valise, hat-box and shawl. Who would dare to intrude upon the seclusion of this august diplopatist? Yet he pays no more for his seat than the Irishman that sits at

The lady that sits at my right with gold bracelets his rear. and flowing crinoline, manages with herself, her luggage and her child, to monopolize two whole seat. She undoubtedly thinks herself a very kind hearted, amiable lady, but really she is a selfish, cold hearted, spoilt child of fashion; and should any one with a view to personal comfort, be so ungallant as to remove her luggage and occupy the spare seat, such a gathering of silks and such a killing glance as would flash upon the impudent intruder! Ah! who would dare to do it? America, too, throws himself down in the seat and studiously avoids seeing anything but his morning paper, though many in passing by, throw a wishful glance at their undivided share of he seat, and then pass on. A few—but alas! too very few can condescend to be gentlemen and ladies upon a rail ear, while the greater portion seem to feel a swinish satisfaction in no place wherein the heart is made manifest in such utter THE LATEST KICK.

My country friends, what would you think, to go into a first class hotel, and, upon calling for tea, have a plate of ice set by its side. Yet such is the latest kick of the fickle tyrant. If you are a fashionable man, you will seize a table spoon and douse in ice till the steaming liquid is thoroughly chilled, then drop a thin slice of lemon on top to flavor it, and sip at your leisure. If you can do this in true "upper ten" style, can eat peas like a John Chinaman, dispose of your napkin gracefully, display your taste in selecting the choicest brands of wine, and will never eall for soup twice, you will then pass as a gentleman of taste and refinement among the raw flesh gournands of fogy "Astor" or "fast St. Nicholas."

FALSE GALLANTRY.

Nothing is more commendable than true gallantry; nor is there anything more disgusting than those obtrusive attentions But those good old days of primitive honesty and ignorance which the traveler so often sees forced upon lone females travelers to often sees forced upon lone females travelers. cling upon the cars. True gallantry is respectful, and contents Yankee may now pass by, armed with clocks, books or notions, litself with performing necessary acts of kindness. But there is without exciting alarm, and in many instances will find to his a class of reckless libertines, who perambulate the country sorrow that the worst Yankees in the world are Dutch by steamboat and by ears, to country, town and watering place, Wankees. tures. Such are ever ready to "ring in" and play the gallant whenever they can get a look of approval or a shadow of excuse. A simple hearted, easy disposed female can scarcely keep clear of those "pleasant, kind hearted gentlemen" when knee buckles, blue coats, and such a cap! with no front; in the becomes her lot to travel alone, as they will offer their company and and are a such a cap! color deep red, and ornamented with a gold tassel at the top, but in size only sufficiently large for the fist of the student.

But this was all well enough as no one was green enough to But this was all well enough as no one was green enough to after the luggage, tell the distance to the next town, or speak attempt to wear one (of such dimensions) upon the head, but carried it carefully concealed under the left area. The lady carried it carefully concealed under the left arm. The lady in " is commenced. He then commences to approach step by in front of me carries a top piece of proportionate dimensions, step, yet so cautiously and adroitly, that no shadow of suspingly that the shadow of suspingly the carries is the shadow of suspingly that the shadow of suspingly that the shadow of suspingly the shadow of suspingly that the shadow of suspingly the shado but foolishly persists in trying to make of it a "covering for the ciou can be entertained of his sinister purpose, yet so successhead," but it hangs back as if ashamed that such a forced in-terpretation of the word "bonnet" should be persisted in. To relieve it from such embarrassments, I suggest that the name be cent, converses and smiles charmingly, compliments the child changed. But what shall the article be named? Ah! I have directly and the lady indirectly, congratulates himself upon from the scruting of modern science. journey is not a thousand miles longer. By this time he flatters himself that he has made a killing impression. The conductor looks at the newly mated pair chatting away at a furious rate, and winks knowingly at some bachelor friend, and they soon siveness which makes codfish aristocracy shrink from the contact of common humanity, is by far the greater one. Several lady, unsuspecting in her ignorance of "way-side shadows," heeds it not; yet the sequel too often proves

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1000 CON DE HELD



WASHINGTON'S HOUSE ON THE HUDSON.

About two-thirds of the way from Albany to New York, and on the west bank of the Hudson, stands the little town of Italy, had it but her mellow sky, and there, as the twilight Newburgh, rendered famous from the fact of its being honored by the residence of Washington. The site of the old stone mansion is a high plat of ground in the south-western part of the town, the lower side of which presents a steep bluff bank to the river. Visitors pass up about half the width of the lot, on the north side, and ascend the steep rude path that leads to its summit by the aid of a rope that stretches from the top to the bottom. Upon reaching the high ground, a rolling grass plat to the extent of about two observe those two small, but significant words, than those to acres spreads out before the eye, in the centre of which stands whom they are addressed. The minister, the philosopher, the a rude but substantially constructed one-and-a-half story stone man of law, and he who by the sweat of his brow tills the earth. house; this was Washington's residence. Numerous old field To those, therefore, of my own calling or class, will I make a pieces delivered at the capitulation of Saratoga and captured few remarks. How oft do we find among this class a noble at the taking of Stony Point, with a few small brass pieces pre-intellect, a lofty, ambitious mind, a soul of holy and mighty sented by Lafayette to Washington's army, lay strewed around, aspirations, who would face personal danger without flinching, or mounted upon the brow of the hill that overlooks the river, shrink in coward terror at the malicious carpings of the prejuwhile a tall flag staff unfurled the stars and stripes above the diced and ignorant—that intellect become deadened, that amlast resting place of a veteran scout, who accompanied Wash-bition degraded, that soul big with good and holy desires, ington as a guardian and friend through the darkest perils of sink to a level with the drunken and debauched, because, not the revolution.

passing through the house the public rooms are filled with in-levery factory. teresting relies. The sword of Lafayette, the spur of Major and braided lock of the hero's hair, great numbers of autoat different periods of the revolution, and a host of musty books, strengthens with each succeeding year, until, before he merits rusty arms, and revolutionary relies. In a shed at the rear is the name of mechanic, he is overpowered by its giant propora piece of the huge chain, and pieces of the posts that originary relies. inally stood in the river at West Point, to prevent the British fleet from passing up the river to pillage and burn the American towns. About half way from the house to the brow of the bank in front, is said to be the place where the Com-mander-in-Chief took leave of his officers at the close of the war. West Point, the present site of the famous Military bread; an idea that there is a line of demarkation laid down, Academy, was at that period the head-quarters of the American

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others, of scrupulously abstaining from all acts of improvidence tory. Success to Billy, for no one is more worthy of it. which involves him in distress, and he will be just as likely to think of rushing into an element in which he cannot breathe, as of lying, cheating, or stealing. And so it is at the present time with the youth of our country. Teach them that labor is honorable; that it is one of God's wisest ordinations that man control of the cannot breathen my old friend and former agent, Mr. Terrill, and his amiable "better half." The same evening in the "Varnish City." Here I called upon S. P. Smith, Pearson & Co., Wm. Wright & Co., Howell & Co., Halsey & Taylor, C. N. Lockwood, and Crane & Kilburn, all think of rushing into an element in which he cannot breathe, same system or near the same atmosphere as the last named lesson. Depend upon it, if we respect ourselves, we will most certainly command respect. Teach them to appreciate fully the true merits of these lines by Watts:

Were I so tall to reach the pole, Or grasp the ocean within my span, I should be measured by my soul; The soul's the standard of the man.

his true position; the position which his maker marked out for low esteem, it is caused by the self-retrogression of probably a century of time, and in that length of time displacing confidence, giving cause for condemnation, and in many cases falling far behind in the scale of true respectability.

In conclusion, I would say, let us look at this subject with earnestness, and worthy of men fix our mark high, and no matter how rugged the path or how steep the hill, shrink not, swerve not. Let us make "onward and upward" our motto, riage-making is being conducted in the "New World." H. B. N.

EDITORIAL CORRESPONDENCE—NO. 2.

I next stepped across the way to call upon my old friends, Messrs. Goff & Peterson, who are extensively engaged in the same business. On entering the house, everything looked out of order, and up-side down, but on making a few hasty inquiries, 1 was informed they were about moving to their new place on Market Street, No. 318. old stand. I also dropped in at the house of my friends, Messrs. Fricke & Bro., Third Street, and Messrs. Stotesbury & Ayers, both

place. The two large brick factories, surrounded by a number of houses—for the workmen I suppose—at once convinced me I was looking upon one of the largest spring works in the United States.

The two large brick factories, surrounded by a number of fore him, is to make a most false and insulting estimate of his intelligence. I have been induced to say thus much upon this subject for the benefit of those who need it; not a small number, either. I was the more convinced of this fact when I was informed by Mr. Rolland that they made all their own steel. I know of no consumers anywhere that can boast of doing this.

allowed to settle wherever they please, and with their poisonous ere long to gratify my readers with some interesting statistical items weapons uproot all principles, desires and determinations, which respecting their works, and probably give them a view of the

Wednesday, 13th. This morning I called to see my jolly old Lord Brougham says, give a child the habit of sacredly regarding the truth, of carefully respecting the property of Chestnut Street, above Tenth, which he is fitting up for a reposi-

In the afternoon I found myself in Rahway, and in company with honorable; that it is one of God's wisest ordinations that man should labor. Teach them their duty to themselves and to their of whom are known to my readers, with the exception of Messrs. Halsey & Taylor, who are very large manufacturers of every values of the degradation of labor can exist in the ricty of patent and enameled leathers. I expect soon to give an illustration of their mammoth works in the Magazine. I saw through Mr. Smith's varnish works, and was agreeably disappointed as to the extent he is manufacturing carriage varnishes. His business is conducted on the most extensive scale. I found Messrs, Crane & Kilburn doing a large and flourishing business in bending carriage stuffs of all kinds and shapes. My old friends, Messrs. C. N. Lockwood, Wright & Co., and Jas. Pearson, are all moving along

There are but few of my readers, I presume, who are not familiar And be assured the mechanic will, in a very short time, rise to with the superior article of plain and fancy enameled cloths, manufactured by the Messrs. Crocketts, of this city. I very much queshim. Believe me, brother mechanics, that if we are held in tion whether there is a larger concern of the kind in the world, or one that produces more cloth. This house has a very extensive European trade, as well as American. A view of their novel works will be a great curiosity to my readers, and with which I will gratify them as soon as I can produce the sketch. More of these works hereafter.

The most extensive hub factory in the United States is that of Messrs. Miles & Co., of Newark, N. J. In going through this factory, I am again reminded of the unlimited extent to which carried the unlimited extent to which carried the state of the stat swerve not. Let us make "onward and upward" our motto, riage-making is being conducted in the "New World." It would and most assuredly the day is not far distant, when, by our seem that there were hubs enough produced at this factory alone to deeds they will know us; when we shall know ourselves and supply the world, but it is only "a drop in the bucket." Opposition, it is said, is the life of trade; and so it is, but my observations lead me to notice, that business men are too apt to hate each other for the most trilling causes, and sometimes for no cause at all; but I can conceive of nothing which produces more unnecessary enmity than rivalry in business. Through the misapprehension of some persons, a laudable competition in trade is made a pretext for ob-My Dean Sub:—My last left me, on the 12th, while sojourning structing private animosities upon the notice of the people, and it My Dear Sub:—My last left me, on the 12th, while sojourning at the Merchant's Hotel, Philadelphia. On the afternoon of my arrival, I did myself the pleasure of calling upon my old friend and patron, W. P. Wilstach, whom many of my readers will recognize as the well known Goach Hardware and Trimming Merchant of the Quaker Gity. Mr. W. is doubtless the largest and most extensive operator in that particular business in this country. From actual appearances, I should judge it was about time for him to "retire in the shade;" but no; the poor fellow seems to work as hard and apply himself as closely to business as in "days of yore"—a good mark of a business man, and I like him the better for that.

I next stepped across the way to call upon my old friends. Messrs. that it requires less talent, less energy, and less industry to dispraise, to deery and underrate others than to elevate one's self to the position which they occupy. It is at this point that competition ceases to be beneficial, when people no longer struggle for improvement, but endeavor to draw others down to their own level. down, but on making a few hasty inquiries, I was informed they were about moving to their new place on Market Street, No. 318. I, of course, took a peep into the new store, where I met with the very agreeable proprietor, Mr. Goff. From all appearances, I think they have a better house, and a more extensive stock than at the old stand. I also dropped in at the house of my friends, Messrs.

Think they have a better house, and a more extensive stock than at the old stand. I also dropped in at the house of my friends, Messrs. We see, therefore, all the acrimony, the petty jealousies, and the Fricke & Bro., Third Street, and Messrs. Stotesbury & Ayers, both of which are going along after the flourishing old manner.

I have often heard glowing accounts of the extensive operations of the Messrs. Rollands, spring manufacturers. This evening had the pleasure of seeing their place. It is situated one mile from Yate conveyance I set out for their works, but having been unexpectably detained in Frankfort I got there after 6 o'clock, and consequently too late to see them in operation. However, I saw the place. The two large brick factories, surrounded by a number of houses—for the workmen I suppose—at once convinced me I was being appear clean. I look upon it as rather a suspicious circumstance, when I find persons ill disposed to those who are laboring in the same field with themselves. A good and faithful workman performs his own task well, without watching with an evil eye, the operations of his co-laborers. I find it another suspicious circumstance, when persons make insidious comparisons because themselves and others engaged in the same business, and especially so when the business is of such a nature that it must naturally be brought in the full scope of public observation. To suppose—for the workmen I suppose—at once convinced me I was business.

Thursday evening, 14th inst., brings me into the world renowned village and the "town of sights," New York. More anon.

THE EDITOR.

Carro Coes



TOWN, CARRIAGE-MAKER.

WRITTEN BY HIMSELF-EDITED BY E. M S.--CONTINUED FROM JUNE NUMBER, PAGE 22.

Pork-fed apprentices on the score of economy.—Jim Bowen Anti-Jewish in his tastes.—Mrs. Flatt's pork-barret threatened and her system of economy in danger .- The mysterious writing on the wall, and an unsuccessful inquiry as to its origin .- A dictic revolution at Flatt's Hall .- Model Indenture .- A " Jowo," native of the West Indies.

In making wedges, dowels, dressing three sides of spokes and other parts of carriage stuff, turning the grind-stone, &c., the first year of my initiation dragged heavily along. The hardships of this period were still turther increased by the coarse and unwholesome food furnished for our table. This fare would have starved an Israelite in a few days. Pork and potatoes today and potatoes and salt pork to-morrow, constituted the only variety in our fare. I, however, had this advantage over others, my shop-mates. I did not live so far away from the parental roof, but that once a week I could on the Sabbath visit Snugtown and recruit my larder. My considerate mother used on love left for me, and punish them for their hoggish conduct." these occasions to furnish me with an enormously large cake, which being hid away in my chest, was resorted to daily through the week, to satisfy my craving appetite for some little change in dietics. This, with my considerate mother's kind words, afforded me strength and encouragement to endure the hardships of the

About this time a new apprentice, previously at the trade in another shop, was added to our number. This young man, whose name was Jim Bowen, boasted that he could live well on boiled salt pork, and that he had no fears of starvation as long as he was plentifully supplied with that article. We soon had notions of economy, and a presumptive evidence that her porkbarrel would very soon become exhausted. What the result would have been, it required no prophetic mind to foresee, had not a simple circumstance produced a species of revolution. One day after dinner we held a consultation, in view of our grievances, as to what should be done. Potter declared he could stand it no longer. Mortimer said he had so long eaten of hogs' flesh, that he was ashamed to look that "respectable" animal in the face, and all unanimously agreed that

"Our wearied limbs, o'ertasked with work, Could ne'er endure this pork, pork, pork!"

There soon appeared upon the walls of the shop in every direction the prophetic word "PORK," "too much pork for a shilling," and other mysterious sentences, meaningless except to those initiated by position. These inscriptions had appeared on the wall for several days, yet had not attracted the notice of Mr. Flatt's eye. One day, however, Mrs. Flatt had occasion to visit the shop on some special business, and her eagle eyes having been accidentally directed to our chirographical labors, she inquiringly asked of the nearest person "if we kept pork for sale here?" This—under some circumstances—reasonable infrom some one of the dining party. We had our regular dinner Towner, in buying crackers and cheese for their nourishment. of pork and potatoes, but no butter; Mrs. Flatt never could

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THE AUTOBIOGRAPHY OF CALEB SNUG, OF SNUG-business had necessarily called him away. After dinner it fell to my province to look after the varnish kettle in the absence of Colin at his dinner. In the meanwhile, Mr. Flatt had got home. While in the house Colin surmised that mischief was brewing after overhearing the following conversation. Mrs. Flatt--to her husband on his entering the door-"I was in the shop this forenoon, and saw that the walls were defaced with sentences in chalk, such as "pork," &c., I also heard grunting as a hog does, which was meant as an insult to me. I want you to take this matter in hand and punish the guilty, won't you?

Mr. Flatt. "Well, the boys ought to have something for a change in their diet." (This answer was singular, coming as it

did from Mr. Flatt.) Mrs Flatt, (in response.) "They shall have nothing else but

pork every day for a fortnight at least. That will be too good for such a set of hogs! Yes, it will."

Mr. Flatt. "I think that boys who work hard should have a little fund of the state o

little fresh meat once in a while. We must indulge them occasionally.'

Mrs. Flatt. "Indu'ge them! No indeed, I'll pay them off for their insults to me. You will overhaul them if you have any

Mr. Flatt, (highly incensed). "I'll see to them, Betsy." Colin anticipating the turn matters were taking, hurried through with his meal and hastily returned to the shop, advising the whole shop's crew of what might be expected. No time was to be lost; we speedily agreed to secresy--were soon an organzed body of know-nothings. Very soon Mr. Flatt appeared ascending the hill on which the shop stood, hat in hand and scratching his head, a sure prognostic that a storm was approaching. Entering the door he thundered out "Who wrote that word there, boys?" No lip responded to this inquiry; his voice alone was heard, "if I can find out who did that, I will the strongest evidence that his was no empty boast. At the second dinner at Flatt's Hall, he tarried long after all the others Caleb done it, he is Towner's apprentice, I have nothing to do had left the table and the manifest of the second dinner at Flatt's Hall, he tarried long after all the others second dinner at Flatt's Hall, he tarried long after all the others Caleb done it, he is Towner's apprentice, I have nothing to do had left the table, and the way in which the unwholesome flesh with him." I have often wondered at this reservation on the disappeared, must have been very alarming to Mrs. Flatt's part of Mr. Flatt, but I have always supposed that by making exception in my hearing, he hoped thereby to get out of me the facts in the case.

> Mr. Flatt, (still excited.) "Do you know, Mortimer, who No, sir!

wrote that word 'pork' on these stairs?" No,
Mr. Flatt. "Do you, Dimmon?" No, sir!
Mr. Flatt. "Nor you, Colin?" No, sir! "Nor you, William? No, sir! Mr. Flatt.

Thus he went through all the shops, and it will be needless for me to say, with no better success. In despair, at length as a last resort, "Caleb" was questioned as to his knowledge in this affair, but he was as ignorant as his shop-mates—nobody knew anything of the mysterious words, or how they came there!

My readers will very naturally ask me "if these things were unknown to Mr. Towner?" Of course he was as much in the dark as any of us—just about. He was "one of us," and many a time did he furnish us with crackers and cheese at his own personal expense, from the grocery in the village; otherwise we could not have had strength sufficient to endure the labor imposed upon us.

This matter was now assuming a rather serious complexion for the domineering party. The whole story was soon whispered quiry, was treated with silent contempt, until our tormentor had about the village-and stories generally never lose any of their gained the upper part of the shop, when loud and repeated details in a country village—so that Mr. Flatt, who was very grunts, a la hog, gave her to understand that her hoggish in-fond of dropping into the grocery and other stores therein, soon quiries had operated below stairs. She was glad to get out of had his ears saluted with such interrogations as, "Well, Flatt, the building, as this demonstration, Banquo like, had agitated what about that pork?" Any pork left to sell?" with other and set on fire a guilty conscience, which led to expressions on equally pertinent questions. Just about this time our musical her part only to be matched in pandemonium. This was about blacksmith got on "a fuddle," and he employed the opportunity 11 o'clock in the day. 12 o'clock came, and all were called to to tell Mr. Flatt "plump in his face," that he was a mean fellow; dinner, except Colin, who having the oversight of varnish-ma-that he was starving his boys, and that they were only saved king at that time was obliged to tarry behind until relief came from such a catastrophe by the generous self-sacrifice of Mr.

But in this case as in many others before and since, public remember that luxury until the last boy left the table. At this opinion, and public sympathy with the oppressed had a salutary table, singularly enough, Mr. Flatt did not appear, as some influence even upon Mrs. Flatt's demoniacal mind. A revolu-

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are the basis of, and sure stepstones to moral happiness and factories. honorable independence.

Lord Brougham says, give a child the habit of sacredly regarding the truth, of carefully respecting the property of others, of scrupulously abstaining from all acts of improvidence tory. Success to Billy, for no one is more worthy of it. which involves him in distress, and he will be just as likely to think of rushing into an element in which he cannot breathe, maker. No idea of the degradation of labor can exist in the same system or near the same atmosphere as the last named lesson. Depend upon it, if we respect ourselves, we will most certainly command respect. Teach them to appreciate fully the true merits of these lines by Watts:

Were I so tall to reach the pole,
Or grasp the ocean within my span,
I should be measured by my soul; The soul's the standard of the man.

dence, giving cause for condemnation, and in many cases falling far behind in the scale of true respectability.

In conclusion, I would say, let us look at this subject with earnestness, and worthy of men fix our mark high, and no matter how rugged the path or how steep the hill, shrink not, swerve not. Let us make "onward and upward" our motto, H. B. N.

EDITORIAL CORRESPONDENCE—NO. 2.

On entering the house, everything looked out of order, and up-side down, but on making a few hasty inquiries, 1 was informed they

allowed to settle wherever they please, and with their poisonous ere long to gratify my readers with some interesting statistical items weapons uproot all principles, desires and determinations, which respecting their works, and probably give them a view of the

Wednesday, 13th. This morning I called to see my jolly old freind, Billy Rogers. I found him "bobbin around" in as cheerful a mood as usual. He has just made the purchase of a place on Chestnut Street, above Tenth, which he is fitting up for a reposi-

In the afternoon I found myself in Rahway, and in company with think of rushing into an element in which he cannot breathe, as of lying, cheating, or stealing. And so it is at the present time with the youth of our country. Teach them that labor is honorable; that it is one of God's wisest ordinations that man Co., Halsey & Taylor, C. N. Lockwood, and Crane & Kilburn, all should labor. Teach them their duty to themselves and to their of whom are known to my readers, with the exception of Messrs. Halsey & Taylor, who are very large manufacturers of every variety of patent and enameled leathers. I expect soon to give an illustration of their mammoth works in the Magazine. I saw through Mr. Smith's varnish works, and was agreeably disappointed as to the extent he is manufacturing carriage varnishes. His business is conducted on the most extensive scale. I found Messrs, Crane & Kilburn doing a large and flourishing business in bending carriage stuffs of all kinds and shapes. My old friends, Messrs. C. N. Lockwood, Wright & Co., and Jas. Pearson, are all moving along briskly.

There are but few of my readers, I presume, who are not familiar And be assured the mechanic will, in a very short time, rise to his true position; the position which his maker marked out for factured by the Messrs. Crocketts, of this city. I very much queshim. Believe me, brother mechanics, that if we are held in low esteem, it is caused by the self-retrogression of probably a century of time and in that length of time displacing confiwill be a great curiosity to my readers, and with which I will gratify them as soon as I can produce the sketch. More of these works

The most extensive hub factory in the United States is that of Messrs. Miles & Co., of Newark, N. J. In going through this factory, I am again reminded of the unlimited extent to which carriage-making is being conducted in the "New World." It would and most assuredly the day is not far distant, when, by our seem that there were hubs enough produced at this factory alone to deeds they will know us; when we shall know ourselves and when we shall indeed be worthy the name of mechanics and tion, it is said, is the life of trade; and so it is, but my observation. lead me to notice, that business men are too apt to hate each other for the most trifling causes, and sometimes for no cause at all; but I can conceive of nothing which produces more unnecessary enmity than rivalry in business. Through the misapprehension of some My Dear Sub:—My last left me, on the 12th, while sojourning at the Merchant's Hotel, Philadelphia. On the afternoon of my arrival structing private animosities upon the notice of the people, and it val, I did myself the pleasure of calling upon my old friend and patron, W. P. Wilstach, whom many of my readers will recognize as the well known Coach Hardware and Trimming Merchant of the Quaker City. Mr. W. is doubtless the largest and most extensive operator in that particular business in this country. From actual appearances, I should judge it was about time for him to "retire in the shade;" but no; the poor fellow seems to work as lard and apply himself as closely to business as in "days of yore"—a good mark of a business man, and I like him the better for that.

I next stepped across the way to call upon my old friends, Messrs. Goff & Peterson, who are extensively engaged in the same business. On entering the house, everything looked out of order, and up-side in the party that is the least successful in competing with its rival, is the party which exhibits the most accribity of temper. When persons of this cast see that they have accribity of temper. When persons of this cast see that they have accribity of temper. When persons of this cast see that they have accribity of temper. When persons of this cast see that they have accribity of temper. When persons of this cast see that they have accribity of temper. When persons of this cast see that they have accribity of temper. When persons of this cast see that they have accrebity of temper. When persons of this cast see that they have accrebity of temper. When persons of this cast see that they have accrebity of temper. When persons of this cast see that they have accrebity of temper. When persons of this cast see that they have accrebity of temper. When persons of this cast see that they have accrebity of temper. When persons of this cast see that they have accrebity of temper. When persons of this cast see that they have accrebity of temper. When persons of th persons, a laudable competition in trade is made a pretext for ob-On entering the house, everything looked out of order, and up-side down, but on making a few hasty inquiries, I was informed they were about moving to their new place on Market Street, No, 318. I, of course, took a peep into the new store, where I met with the very agreeable proprietor, Mr. Goff. From all appearances, I think they have a better house, and a more extensive stock than at the told stand. I also dropped in at the house of my friends, Messrs, Fricke & Bro., Third Street, and Messrs. Stotesbury & Ayers, both of which are going along after the flourishing old manner.

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This evening had the place. It is situated one mile from the place. It is situated one mile from the city, By means of a private conveyance I set out for their works, but having been unexpectedly detained in Frankfort I got there after 6 o'clock, and consequently too late to see them in operation. However, I saw the looking upon one of the largest spring works in the United States. I was the more convinced of this fact when I was informed by Mr.

Rolland that they made all their own steel.

I know of no consumers anywhere that can boast of doing this.

I hope I shall be able improvement, but endeavor to draw others down to their own level.

SOUD CONTRACTOR





THE AUTOBIOGRAPHY OF CALEB SNUG, OF SNUG-business had necessarily called him away. After dinner it fell TOWN, CARRIAGE-MAKER.

WRITTEN BY HIMSELF-EDITED BY E. M S.-CONTINUED FROM JUNE NUMBER, PAGE 22.

Pork-fed apprentices on the score of economy.—Jim Bowen Anti-Jewish in his tastes.—Mrs. Flatt's pork-barret threatened and her system of economy in danger.—The mysterious writing on the wall, and an unsuccessful inquiry as to its origin .- A dictic revolution at Flatt's Hall .- Model Indenture .- A "Jowo," native of the West Indies.

In making wedges, dowels, dressing three sides of spokes and other parts of carriage stuff, turning the grind-stone, &c., the first year of my initiation dragged heavily along. The hardships of this period were still further increased by the coarse and unwholesome food furnished for our table. This fare would have starved an Israelite in a few days. Pork and potatoes today and potatoes and salt pork to-morrow, constituted the only variety in our fare. I, however, had this advantage over others, my shop-mates. I did not live so far away from the parental roof, but that once a week I could on the Sabbath visit Snugtown and recruit my larder. My considerate mother used on these occasions to furnish me with an enormously large cake, which being hid away in my chest, was resorted to daily through the week, to satisfy my craving appetite for some little change in dietics. This, with my considerate mother's kind words, afforded whole shop's crew of what might be expected. No time was me strength and encouragement to endure the hardships of the to be lost; we speedily agreed to secresy-were soon an organ-

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tion soon appeared in the kind and preparation of the food set injunction to "instruct him in religion and morals" was per-After this we found very little cause for complaint, consequently posed to be. matters settled down into the usual monotony of a mechanical

For the purpose of preserving a connection in the above story, I have anticipaetd one important event in this history. I shall give it here. The hard treatment I had received at Mr. Flatt's hands had prejudiced me against his general character, and had the effect to cause me to leave his employment and return home, previous to this last adventure, when the persuasions of Mr. Towner and his proposal to take the sole charge of my instruction to himself, induced me to go back to Sawgetup and finish my trade. To this end and to secure faithfulness in both parties, the following indentures were drawn up and signed by the contracting parties of both sides. The sui generis complexion of this document, of an early day, must forcibly arrest the attention of the intelligent reader of the present time.

"This Indenture, made between James Towner, of the town

October, 1816, witnesseth:
That the said Washington hath placed and bound his minor

each by himself respectively and jointly to teach and instruct the Magazine. said Caleb, as his apprentice, or cause him to be taught in the art aforesaid, after the best way, and manner that he can, and to instruct him in religion and morals, and cause him as far as he can constantly to attend public worship on the Lord's Day, and the said master will provide for and allow to his said apprentice, meat, drink, washing and lodging; and shall pay the sum of said trade by some sickness or misfortune, when, and in such riod, to be remembered only with pleasure. But they forget case, he shall depart, and at the expiration of said term, said the facts, and allow only its most sunny memories to reach them. Towner shall dismiss said Calcb from his service.

16th day of October, 1816.

Signed in presence of Washington Snug, John Jackson, Caleb Snug, L. S. David Dolittle. James Towner. L. S.

before us, and this improvement ended in the transfer of the table feetly ridiculous, as my boss was just about as well versed in and its management to the care of the son-in-law and his wife. those accomplishments as the natives of Senegambia are sup-

Soon after this change in the domestic affairs at Flatt's Hall, Mr. Flatt visited New York with a number of carriages for Mr. Stillwagon, who had just established a repository in that famous 'town.' On his return home, he brought with him a new journeyman who the "repository-man" had recommended very highly to our boss as being a good workman, &c. As Mr. Stillwagon had entered into an agreement to purchase all the wagons and carriages the Sawgetup firm could manufacture, the interest of all parties was supposed to be vested in the employment of the new jour; in fact the old boss supposed that he had certainly secured the very man for his shop, and "the boys" came to the conclusion that they would not be necessitated to go to France, anyhow, in order to perfect themselves in "the art, mystery, trade and occupation of carriage-making," when they had the ne plus ultra in their very midst. Matters went on very well for a few days, but it soon became apparent that the of Sawgetup, in the county of Catchum, and State of Connecticut, eccentricities of Mr. Tires would not much elevate him in the on the one part, and Washington Snug, of the town of Snugtown good opinion of our shop's crew. The manner of exhibiting his in the same county and State on the other part, this 16th day of importance might pass in a crowded city, but in our little village where simplicity was characteristic of the inhabitants, his im-That the said Washington hath placed and bound his minor portant bearing soon made him the scorn of the villagers. That son, Caleb Snug, aged eighteen years, the 11th day of May, he was a "fast" workman was very plainly seen; that he was 1817, an apprentice to said Towner, to be instructed in the art, a good one was not so apparent. It was his boast that he was mystery, trade and occupation of making wagons and carriages, born in Jamaica, one of the West India Islands. He said if the said Towner work at carriages during the term of said ap- (pompously) "You go up a broad street, then turn up a long prenticeship sufficient to learn said apprentice said art; and said lane lined with cocoanut trees on each side, there you will find a Caleb is to live with said Towner and serve him from the date splendid house—there my mother lives; she has more than a hereof until he arrive at the age of twenty-one years, all which hundred niggers riding on mules." This recital was followed by time the said Caleb, as an apprentice, shall faithfully serve and such manifest looks of astonishment and incredulity, and outbe just and true unto him, the said Towner, as his master, and his burst of laughter, as convulsed the whole shop. Some wondered secrets keep, and his lawful commands everywhere willingly obey; how he came to leave a state of comparative case, for his present he shall do no injury to his said master in his person, family, property, or otherwise, nor suffer it to be done by others; he shall mother; it would be the best thing he could do, but amid it all not embertly in the state of the said master in his present one of toil. Others advised him at once to go home to his erty, or otherwise, nor suffer it to be done by others; he shall mother; it would be the best thing he could do, but amid it all not embezzle nor waste the goods of his said master, nor lend he maintained a countenance that would have been creditable to them without his consent. He shall not play at cards or any a stoic. This combination of nonchalance and airs of imporother unlawful game, nor frequent taverns or tipling houses, or tance, assumed, or unassumed, in his narration, was a god-send shops, except about his master's business, there to be done; he to us, and, as in almost every shop there will be found some shall not contract marriage, nor commit fornication, nor at any individual to take the lead in mischief, so in our's, his exprestime absent himself from his master's business without his consistency of the state of the lead in mischief, so in our's, his expressions were so often repeated as to become "household words" sent; but in all things behave himself as a faithful apprentice for a long time. But I find this article is getting already too And the said Towner for the consideration of the premises, long, and I am therefore reluctantly compelled to defer the subdoth covenant and agree to and with the said father and son, ject until the publication of the September number of the

TO BE CONTINUED.

For the Coach-Makers' Magazine.

A WORD TO THE APPRENTICE.

My young friend, let me speak a word to you in confidence. twenty-live dollars per year towards clothing for said apprentice I too, was once an apprentice. I have seen the hardships, during his apprenticeship, and furnish all necessaries except felt the wants, and known the restless longing of your condition. clothes, in sickness and in health, proper and convenient for Neither has more mature age given me the eyes and the feelsuch an apprentice, during the time of his apprenticeship, unless ings of a fogy. Most of journeymen and employers affect to said apprentice becomes permanently unable to learn or work at think, that the careless hours of apprenticeship is a golden per

The period of apprenticeship is a peculiar period-a season Made and executed in Sawgetup, State of Connecticut, this of hope deferred, of great changes and embarrassing interludes. The mind is continually upon the stretch to master new objects and acquire new positions, while they have no practical knowledge or appreciation of the future benefits that the results of this trying period is to confer upon them. Add to this, the My readers will observe the blueness of the above document, morbid teasing and picking so often imposed upon them by older My readers will observe the production which passes to-day under workman, and the picture of modern apprenticeship is comthe name of "the Blue Laws of Connecticut," and is a good plete. Taking all of these facts into consideration, is it any reason in excuse, why I should keep faithfully "the secret," as wonder that lacking experience and standing in that transition to who had so industriously offended the cidevant mistress at state between the sports of the boy and the cares of the man, Flatt's Hall, by that "hand writing on the wall." But, the he shouldoften be tempted to plunge into dissipation, folly and

vice, to drown in its convivial rounds the new cares and uprising responsibilities of life? At this critical point the new fledged mechanic, the young man-of-all-chores, needs more council and encouragement than is usually bestowed upon him; so I will step right in at this point and volunteer a word of council and advice

man without some fixed principle by which to steer his course, all with this one object—that of making a book and by such is like a ship that has no chart; the throw of a single incident means obtaining bread for the authors themselves, and others. may decide their course for either good or evil. Second, in re- These hungryphysical, (see the next edition of Webster's Dicvolving the various circumstances by which you are surrounded, tionary) and wordy speculations on this subject, have comframe your decisions in accordance with the highest dictates of menced by telling us what every apprentice boy at carriageframe your decisions in accordance with the highest dictates of menced by telling us what every apprentice boy at carriage-conscience and reason; judge by what you see daily in the experience of others as to the propriety of pursuing a similar course. Learn to regard energy of character and an active experience, as heroic and noble. Look upon nature unchanging, matter inanimate, the stagnant pool, and the slothful man, as than the diameter. It may be either solid, or constructed of the stagnant pool, and the slothful man, as than the diameter. It may be either solid, or constructed of the stagnant pool, and the slothful man, as than the diameter. objects of the deepest loathing and disgust. Show yourself su-various pieces," &c., &c., all of which silly matter can answer perior to the malice, envy, or fretfulness of little minds. Avoid as a pestilence, the "everybody's good fellow,"—the pet of the shop; (every shop has its pet;) he is always a bad fellow, and altogether too well posted for a "nice young man." Seek out to examine it critically and practically, and in so doing shall ensome modest, retiring young man, who is regarded by the ma-deavor to bring to our assistance, whatever of experience we jority of his shop-mates as being "a little green," for rest as- have been enabled to gather in more than thirty year's practice sured that he will be the best associate. Ninety-nine out of one at carriage-making. We undertake to do this with our eyes hundred of the young men of this age are too ripe for their own wide open to the circumstance, that while we are criticising the good or the good of others. The choosing of proper associates opinions of others, we are exposing ourself to the risk of being

baneful effects of liquor upon society. Can you not easily pick persons, as to what are the best principles on which a carout even the moderate drinker from the staunch cold water riage wheel should be put together. man? The eve of one is mild and clear, and his complexion sent much that will be really new to the minds of old and expecool and placid—the eye of the other is streaked and restless, rienced workmen. Ours shall be the task of endeavoring to and his cheek flushed with the unnatural stimulant. If, then, instruct those who have but as yesterday been initiated into the the stimulus of a social glass produces noticeable physiological business, and should we be successful in doing any thing toeffects, that display themselves in distorted outlines to the most wards producing a better class of workmen in this department careless observer, is it reasonable to suppose that it does not of the trade, we shall feel that our labor has been amply releave a corresponding imprint upon that dearest self—the mind? Would you, then, flush and distort that fair young cheek, glaze the same manner as we would in making a wheel, and in the and dissipate those deep clear windows of the soul, and prematurely ripen with infectious excitement, those gradually expanding faculties that were given to bless in a milder sphere, and to crown a life of usefulness with blessings? Who has ever been ruined, disgraced, or even inconvenienced by shunning the convivial bowl? No one. The inchriate applauds temperance principles, and the strongest advocate of moderate drinking se cretly admires the firm, safe principles of the cool, thinking and safe acting temperance man. When he wishes a partner, a foreman, or even a hand, he will select you, if a temperance man, in preference to all of his convivial comrades. Chewing, smoking or swearing, are sister vices; the crying sins of "Young America." But drinking combines and fathers them all, and may well be said to be the parent of vice.

young men generally, is a truly alarming omen. What, in the plan which we have adopted in the treatment of our subname of Heaven! is our country destined to be? The young ject, will compel us to say something in regard to them here. men will soon assume the reins of state and take upon their If oak is to be used-which we consider to be absolutely neceshands the sustenance of law and the upholding of society. Will sary and preferable to hickory, where the spokes manufactured America, then, be a nation of drunkards? I tremble for the answer. Oh! Heaven avert such a catastrophe, by instilling wagon, and which in using, will constantly be exposed to the into the minds of the rising generation a realizing sense of their weather-it should be selected with great care from young trees, their position and its tendency. Would you have wealth, of a second and upland growth, on a loamy soil. Where prachonor and happiness, make this a vital consideration; for any ticable, the mechanic should attend to this matter in person. man of good mind, energetic purpose, and fixed temperance Charity would lead us to be silent here; but then again, an obprinciples, may struggle on hopefully. He will, in the end, ligatory duty compels us to take another course. One portion succeed. But without this set down as a cardinal principle in of the class of people who supply us with the raw material in his chart of life, talent, energy and genius may all be of no this new country are agriculturists, and cannot reasonably be avail. He is in constant danger of settling, like a ship in full supposed to know quite as much as ourselves about the quality sail, among sunken rocks, with all his superior attainments a of timber requisite in making a good wheel. Another classshapeless mass, "unwept, unhonored and unsung." M. G. T.

For the Coach-Makors' Magazine.

SOME GENERAL AND PRACTICAL OBSERVA-TIONS CONCERNING CARRIAGE WHEELS.

WE are well aware that very much has already been written and published to the world, on the subject of carriage wheels, some of a theoretical or speculative character; others again ex-In the first place, mark out a course to be pursued. A young hibiting something of the nature of being practical, but nearly

Seek out to examine it critically and practically, and in so doing shall enhas everything to do with your future character and inclinations.

As to the visiting of grog-shops, look around you and see the of men are found to be as diversified and various as is their We do not expect to prewarded. In pursuance of the subject, we shall proceed after first place take in hand

THE SPOKE.

There was a time even within our memory, when the thought of using hickory wood for spokes did not seriously enter the mind of any man. Oak was the only timber employed in this country for spokes, and these could only be obtained in the rough state. It was something different from mere amusement or childrens' play to bring these embryo spokes to the form in which we are now supplied with them to hand. The improvements made in the machinery employed in relieving the mechanic of this toilsome labor, is a feature in the progress of our age, that is suggestive of pleasurable thought, especially to the older practitioners among the craft, and can scarcely be realized by the young beginner now. As spokes "in the rough" have The rapid increase of dram drinking among apprentices and not entirely been discarded in some parts of these United States, and they are far too numerous—with an ambition for selling their stock, far in advance of their honesty of purpose for sup-

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plying a first rate article, will fell a tree anywhere where an it more economical to order your spokes direct from the factory, virtue there is in sunshine,) have never penetrated them, the and a still larger amount in reputation. consequences are that such timber will always be of a soft and brittle quality, and altogether unfitted for first class work. Even to "clean it off" and fit the tenon for the mortise. In old times enough to be guilty of rending spokes from the log in such an required to be formed very tapering at the tenon. ning crosswise, it is very liable to split in wearing.

carriage—however well constructed in the other parts—is im-

mediately and justly condemned by the purchaser.

come to the ready made and machine worked spokes of comscarcely dreamed of. Indeed, ever since hickory has been in subject in our next number. common use, one very great objection to such use has been the liability to decay under the influences of the weather, which can only be preserved by prudent use and protection from a thick and well applied coat of paint. For coaches and other descriptions of heavy carriages constantly "out doors," we are well convinced that oak is more lasting and durable than any other wood in this country, but, there is a natural peculiarity about some hickory that constitutes the spokes made from it, as a general thing, more firm and unyielding under a pressure than oak, and consequently not as liable to spring from a straight line between the hub and felly. In this particular only, then, can we view them as being preferable to oak for light car-

It will scarcely be necessary to tell an experienced workman experience, but some portion of our readers doubtless will be fe benefitted when we recommend that some care should be taken, and a trial made of each spoke separately before it is used. This may be effected by holding it at each end and pressing it with your weight over the top of the vice. Should a spoke thus tried, still retain a curved form after it is relieved of such pressure as we have recommended, it should be at once condemned, since one or two such "traitors" will either (even should you be a prudent man otherwise) make you the trouble and expense of taking off and re-setting the tire, or else (if imprudent) give you the reputation of being the manufacturer of a saleable; for such soft and pliable spokes will be just as certain me know by return mail, and I will look into the matter. "to spring," as that they are put into a wheel, as soon as the

The foregoing are not the only matters to be guarded against in using "turned" spokes. Being "dressed" to our hands, and put up in bundles for sale in such condition that very little opportunity is afforded to select the good from the bad until they reach our shops. We are very apt to look at the matter in its commercial aspect, instead of a future contingency, and so, in goes the spoke, merely because it has cost us six cents, and we cannot afford to lose thus much; the result is, that spoke has ruined the whole set; ruined your reputation so much, that a man on seeing an elegant carriage and horses standing in the at least twenty good setts will be required to retrieve your good that carriage, and Ptl engage the owner will quickly drive that carriage, and Ptl engage the owner will quickly drive in depreciating the value in your manufactures. You will find you out."

oak (Quercus albus) can be found the most ready to their pay six-and-a-half or seven cents each, and have every spoke hands; too often in some old forest, surrounded by other trees put up for you warranted. We have tried this for two years, in such close proximity, that the sun's rays (Oh, how much and find it a saving of at least twenty-five per cent. in pocket,

carriage-makers are sometimes either careless or thoughtless when wheels were dished some three or four inches, a spoke was unworkmanlike manner as to make them, if put into a wheel, was very prone to make a wheel dish, and would only be toler-what are technically termed "bastard." This should be care-ated where the tire was put on in "strakes" as our ancesfully avoided, as when a spoke has the grain of the timber run- tors were accustomed to do, and consequently was very apt to make the joint "gape" at the back of the shoulder, at the hub-As no manufacturer will succeed in giving the satisfaction to To remedy this liability probably led to the invention and adopa customer, required by our correspondent, "J. R. F.," without having on hand a well seasoned supply of well assorted cially in England. Since in our day we are accustomed to stock, a little capital and some forethought should be laid out in keeping the "raw material" on hand at least twelve months before it may be required for use. The want of a well selected, well seasoned and well put together material, is the whole sum erly fitted, much more difficult to pull out of the hub than and substance of the cause for complaint from the public, as where much taper is given. We have found in our experience, respects wheels. We all know that should the wheels fail, a that one-sixteenth (large) of an inch is all that is required in small spokes, and the mortise should be so formed as to cause the tenon to press hardest at the point edgewise all the way Having disposed of our oak spokes in the rough, we now down in driving the spoke. With the confident assertion that a spoke can never "pull out," as long as the point of the tenon merce. Twenty years ago such a thing as a hickory spoke was is tightest, we conclude this article, intending to resume this E. M. S.

MAIL SPATTERS.

MR. SALADEE—Sir:—Is there any way to prevent glue from poiling when allowed to stand in warm weather? Will some of the craft answer?

Mr. C. W. SALADEE—Dear Sir :- I have just read your proposition on page 40, August number, to reprint the "French Rule." I am happy to see this announcement, not for my own benefit, but for those who do not possess a knowledge of the Rule, and who so much need it. I also admire the spirit you manifest in calling upon your friends to contribute to the pubthat some kinds of wood from a Walnut tree is even more readily brother body-maker in the same shop, are now engaged in getting inclined to hend then the oak. This he has already learned in inclined to bend than the oak. This he has already learned in up drawings and representations which we will forward soon or your inspection. J. T. R.

Bridgeport, Conn., Sept. 3d, 1857.

[Will other of our friends do likewise? We should be happy to have numerous contributions upon this subject, that we may present it in a more perfect light.—Ed.]

CUDDEBACKVILLE, Sept. 9th, 1857.

Mr. Saladee—Sir:—I forwarded the money to you some time ago to pay for your "Coach Makers' Magazine" for one class of work not reliable, and as a consequence, not readily zine. If you have not received the money, you will please let year, and I think quite strange of your not sending the Maga-

Very respectfully yours, &c., BENIAH RHODES.

[Here is another of those interesting documents we allude to occasionally. Who can tell where " Cuddebackville" is located? We have received the man's money, but do not know where to send his Magazine.--ED.]

"I should mightily like a drive out," said a dandy to

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EDITOR'S TABLE.

SEPTEMBER

S. DYE—HIS WHEREABOUTS.

A TALE OF STRANGE ADVENTURES BUT NO FANCY SKETCH.

figured so notoriously in the financial circles of Cincinnati? The man who, through the agency of a spiritual medium, obtained a fac simile of the coin for which Judas betrayed Christ, and who kept and advertised duplicates for exhibition and sale; the man, too, who publishes the Dollar Counterfeit Detecter, known as "Dye's Wall Street Broker, published by John S. Dye, Banker [?] and Broker, 70 Wall Street, [?] New York; " said Detector filled with dug up stories of Oriental adventure and "New York 70 years ago;" with sundry mysterious hieroglyphies, (neither Dutch, English or French,) but which, when deciphered, are said to contain in a nut shell all the concentrate wisdom of the detective art!—John S. Dye, the confederate of "Ned Buntline," and the general advertising agent of the great "American Safety Paper Manufacturing Company," (which of course every body has heard of,) the thing which is to revolutionize the paper trade, and compel rascals to be honest; the man who has patronized the advertising columns of the country and city press to the amount of perhaps seventy thousand dollars, and payed them all (?) in promises at least—perhaps in shares of the Paper Company (the President and only named officer of which holds forth at "70 Wall Street," dates "A Nicholson's Detecter" from the same place, and pretends to be the banker and broker of the institution.)

That such a man as John S. Dye, so noted, both by antecedent and present position, should be hard to find, even in the great metropolis, might seem strange to those who have never enjoyed the mystery and excitement of a Wall Street "rat" hunt. But we have run the gauntlet, and know every inch of the ground in and around those subterranean retreats, and now, for the benefit of the uninitiated, we will give the incidents of our first experience.

About four months since, we received an order from this responsible banker (!) directing us to insert his flashy advertisement in the Coach-Makers' Magazine, which we cheerfully complied with, supposing, from representations, that he was perfectly good for any amount. We also gave him notice that we were publishing the "Harness-Makers' Journal," and the next "Broker" contained a smuggled order to insert in it also. We thought rather strange of this, for it was pasted to the book and seemed to be the same hand writing as the first letter, but bore no signature. We compared the writing and concluded that it was all right. As soon as both publications were issued, we sent a proof of advertisement and complimentary notices, enclosing a bill (as is our custom,) for acceptance at ninety days, or amount less 5 per cent. But no acceptance

or response came, save a blind allusion to some arrangement of their own which would "not be varied from," marked for our especial notice in the next "Broker." How any arrangement ADVENTURES ABOVE AND BELOW GROUND IN of their own, which we had not been apprised of, could affect SEARCH OF WALL STREET BROKER .- JOHN us, we could not comprehend, since our terms stood pointed out in full at the head of the "Directory." But knowing that business was soon to call us to the city, we concluded to rest the matter till then, at which time we expected to step into this Who has not heard of John S. Dye, the man who once "70 Wall Street," and either see Mr. Dye personally, or some of his clerks, and there find out all about the matter.

> The time came, and after some considerable trouble this obscure, under ground room marked at the side of the passage way as "70," was found and entered. A keen looking little black eyed man, who evidently thought three times before answering a question, stood at the counter fingering over some small piles of change, as if counting it, and with a cunning twinkle in his eye, he proceeded to answer each of our questions as methodically as if before a juror. The drift of the answers elicited was, that he was not John S. Dye; that it was not John S. Dye's concern; that John S. Dye called there about twice a day to get letters, &c.; that he came there and transacted business with his permission, and was allowed to advertise this as his head-quarters, but that he knew nothing about John S. Dye's business, his private sanctum, his publishing house, his boarding place, or where he could be seen, only as he dropped in there. We visited this broker shop several times during our stay in New York, and laid many plans to entrap this little man into a commital, but we neither got a sight of John S. Dye or obtained the slightest clue to the mystery, save that which our own suspicions suggested. We inquired of several prominent business men in that quarter of the city, and they all had heard his name-none knew anything about him personally; so we really began to think that John S. Dye was a fabulous character, and that the little man at the counter was the impersonification of the humbug. As a last ruse, we sent a young man to the office, "70 Wall Street." with directions to subscribe for the "Broker," and take a receipt for the subscription money. He did so, but the little man signed it "Dye's Wall Street Broker." We compared this with the other documents from the office; it was not the same hand writing, so we came to the conclusion that the genuine Dye was yet behind the scenes. Upon returning to the sanctum, we wrote a letter to John S. Dye, detailing our strange adventures in search of him, and asking an explanation, but we presume that this letter is still upon the wing, for we have not heard from it since.

> After the first ninety days were up, and the whole amount was due, according to our regular terms, our special agent visited New York to arrange sundry matters and collect certain bills due there; among these we sent John S. Dye's bill, and to make sure work and cut off the least plea that could be raised, we made it out for just the amount of the quarter's bill, and no more, instructing our agent at the same time to ferret out John S. Dyc. For the first three or four days his visits

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though he tried every art that his brain could suggest; the bill Noble," he found that he was barking at an empty hole; the was left but he did not come in; the next day he came but the little man forgot it. The next he stuck it into the calender; he came; it was gone; did not see him take it. An appointment was left to be in at a certain hour; he did not come in that day. Finally a general inquiry was made at the offices around and above No. 70; no one knew him personally; all terious a manner that the matter was dropped. had heard him inquired about often. Finally our agent got out of patience, and went to the little man at "70" and told him that he was satisfied that it was a made up arrangement, and that he believed that there was sufficient evidence of dishonest intentions already elicited to warrant a legal investigation of the matter. He pretended to know nothing about the matter, and repeated substantially the same that he had told us, that John S. Dye merely made that a business point, and called in once or twice a day to get mail matters, the same as he would at a post-office or the office of a man with whom he had business, and further than that, he had no interest in the concern, in confirmation of which he produced another "Deteeter" which he said was published by him. This document was advertised in the imprint as published by "A. Nicholson, Banker and Broker, No. 70 Wall Street." Our agent pur chased a copy and was about to take leave, when Mr. Nicholson informed him that he had heard that Dye had a room back of a saloon near the Broadway Theatre, where he kept his papers, and suggested that perhaps he might be found there. The agent gathered another hint from this, and proceeded to the paper department of the general post-office and there inquired if a man by the name of John S. Dye ever called for mail matter in that department; they said that he did, and that his office was at 70 Wall Street. Our agent gave them to under stand that he was not visible at that point. Λ clerk was then called, who seemed to be better "posted." He described the precise place where he kept his papers, "in the back room of a saloon, just under the Broadway Theatre, where they keep good toddy and plenty of it." He was described personally as a large man with light complexion and blue eyes, "big enough to be easily found almost anywhere."

With this information the room was easily found and a letter left with invitation to address by post where he could be seen, or call at the room 80 "Smithsonian," and the room was visited often at all hours, but from the testimony of the bar keeper and our agent's own observation, he was led to believe that the huge dimensions of the broker had not cheered this wonted resort for the space of four days! There stuck the letter, and "Dye's Wall Street Broker," and all bearing upon their face the impress of the liberality and greatness of this invisible genins, who was thus unconsciously marshaling them into force, to be constituted members of a great monopoly whose head was "70 Wall Street."

were as barren of any satisfactory result as were our own, paired to the Metropolitan Hotel, but, like "Beacon's dog clerk said that he had not stopped there for upwards of a year. The clerk of the Smithsonian was next consulted. All that he knew was, that their card was in the "Broker" for a short time, but that when they went to renew it, their inquiry at "70 Wall Street" for John S. Dye, the proprietor, was treated in so mys-

> The police now seemed to be the only effectual resort, but our agent concluded to try one more visit to the reading room. John S. Dye had not been in, but a company of convivial friends were taking a social glass, and the man who footed the bill was pointed out by the bar keeper as the man who could tell him all about John S. Dye. "Yes, sir," responded he; "take a drink, sir? I am Ned Buntine, by G-d. I am the man that started all these things." Our agent refused the proffer, and made a note of the information, that John S. Dye's sanctum was on William Street, just below Spruce, in the office of the "Golden Rule," at which place our money was (said to be) waiting for us.

With such golden prospects he hastened to this "golden" retreat. He found it at the locality specified, in an old building, up a rickety flight of stairs, in a dusky back room, the furniture of which consisted of a long wooden table and four chairs, with sundry boxes, and stray copies of "Dye's Wall Street Broker" and "Nicholson's Detecter," each hailing from "70 Wall Street, laying around loose. Here the great John S. Dyo, "Ned Buntline," and other kindred spirits "most do congregate," but neither of these precious mates ornamented the room with their expanded dimensions at this particular time. John S. was at 70 Wall. Our agent run rather than walked, to this old but lately deserted hunting ground. As he rushed down the steps into the broker shop, he found himself confronted by the huge personage so definitely described. "Mr. John S. Dye, I believe?" "That is my name; who may you be?" "The agent of the Coach-Makers' Magazine and Harness Makers' Journal; you took a bill from here, left by me a few days ago, made out by Mr. Saladee, for advertising. Have you the bill with you?" "It is up at my room." He then proeceded to inform him of some of the strange events that had happened; the unanswered correspondence, &c. The broker requested him to call at his room in the morning and he would explain. Our agent insisted on an immediate conference, and they finally arranged to meet at his room in half an hour. With that week's issue of the "Broker" he had advertised his room on Broadway, as was noticed by glaneing at a late number in upon the desk's spread a multitude of papers, all marked his private room; yet no imprint on his work, no hint given in it, no trace left at his public room, none at 70 Wall Street, gave a clue to his retreat. He had no means of knowing that our agent had so lately discovered it, (as he thought prudent not to inform him,) neither did the broker inform him. So, whether he intended to keep his word in fact, or throw him on a wrong Our agent next referred to the City Directory; here he was seent, we have no means of knowing. At all events, our agent marked "70 Wall Street, house, Metropolitan." He then re- went to his private room, and in the course of about thirty or forty

pencil, "sent 10 shares of stock," after which he slapped the marked." book shut and set back, as much as to say, "now come on with your questions." He had made arrangements with the American Safety Paper Manufacturing Company to do their advertising, and had helped us to a three month's advertisement of the said company, and had sent ten 10 shares in payment of his bill sent, and for the new three months' contract which he demurred, asserting that Wall Street bankers and brokers were expected to meet their orders promptly and in legal currency. The broker man asserted that this was no humbug; no d—d swindle, but a genuine good article. Here he went on, a la "soap man," to describe the wonderful chemical properties of the "Great American Safety Paper," which was to supercede all others, and finally closed by asserting that the 10 shares would bring their face in cash in less than ninety days. Like Alladdin's wonderful lamp, it was to light its possessor to fortune and to glory. Still our agent could see in it all but a new enterprise, whose capital was nothing but an imaginary one in the form of stock shares, held by men in all sections who had done John S. Dye's advertising, and such holders comprised the members of the company, and the head and only known officer of which was that other claimant of 70 "Wall Street," A. Nicholson, the "little black-eyed man," who knew so little of his advertising agent's whereabouts and business and still, who apparently published in the same building, and issued from the same office. We wonder if "Ned Buntline' will continue his history of Wall Street to the present year? If so, we wish him to place these facts in an upper corner and disconnect them with a dash (---) from his representation of more honorable men.

A few of the above discrepancies, in the pretentions of the occupant and of the claimant of "No. 70 Wall Street," was cast into the teeth of the broker man; he did not attempt to explain, but tried to thunder it down with a tragic demonstration; declared that he "did not care a d-n what any man said about him, that he did not want anything to do with that the cool facts that now confront them, in some direct and satisfellow down there; that he attended to his own business, and factory manner, else they may have to answer to them at did not care what he (the agent) thought or believed about another time and place. him." As a clincher on the paper case, he thundered out that "if Mr. Saladee did not like it he could say so, and he would the "Broker" of August 8th: make it right"-repeating-" Do you understand? I will MAKE IT RIGHT!" Here our agent's mission ended.

We received the "paper" document and our agent's letter about the same time, and being somewhat indignant, returned Theatre. Every daily and weekly paper published in the the shares with a lettter, stating that we were posted on his affairs, and that if he did not honor his obligations in an honorable manner immediately, we should feel it our duty to post our patrons and cotemporaries by bestowing an extra adver-broker man.

minutes the broker came lumbering in, and in a profane, ruf-tisement on him gratis. His response to this was worthy of his fianly manner, demanded of his clerk to wake up and hand him antecedents; that, since we had threatened what we were the stock book. The book was produced, and after demanding a going to do, that we should do it, that advertising was a the name, he ran his finger over the names, until, with a satis- game that two could work at, and gently hinted at a suit for factory air, he displayed written opposite to it with a lead damages, by challenging us to "send us a copy of the 'extra'

If it is the object of this wily man (?) to first swindle the press out of a vast amount of advertising work, and then by aggravating them into the use of harsh epithets, to make a second pile by instituting libel suits, we doubt not but he would have the advantage of the controversy, so far as personal responsibility is concerned; and being thus forewarned wished to make for advertising the safety paper. Our agent of his second trap, we shall, in discharging the duty which we owe to those we may have thrown into his hands, by publishing him as a proper person to stand guard upon the walls of our great financial superstructure, attempt to prove that our prudence is a match for his subtility, by confining ourselves to the relation of simple facts, and leave our patrons and cotemporaries to draw their own inferences.

> We see, by an injudiciously quoted article from the "Pittsburgh Post," in the "Broker" of August 22d, that others are speaking out in plain terms, and though the celipsed luminary attempts to rotten egg them with his own native billinggate, his tongue has so lost its slander by constant application, that his attempts are as ludicrous as the attempts of a dumb kitten to mew. From this fact we care neither for his good or his evil speeches towards us in the columns of the "Broker." The Pittsburgh Post claims that Nicholson, of the Paper Company, said that he did not intend the shares of stock issued to John S. Dye as their advertising agent, to be put out by him in payment for his own advertisements. The "Broker" heads this, " Nail the slandering liar to the cross!" and after making some other characteristic remarks, adds a letter from Nicholson to the effect that John S. Dye received so many shares, to be used in advertising the Paper Company. So direct a refutation (?) throws the "Post" in the shade. But to us it matters not what these two Richmonds write for each other, for it is yet to be tested which of the two is the real "70 Wall Street" man. Some of the gentlemen about this inststution may now consider themselves pretty much headed, and if they have any reputation to lose they had better "face the music" and meet

The following remarkable show of ownership appeared in

DYE'S STRANGERS' NEWS ROOM .- The undersigned, publisher of Dye's Wall Street Broker, has the pleasure to inform all strangers, merchants, and others visiting the city, that he has opened a Free News Room, next door to the Broadway United States, Utah, Kansas, Oregon, Canada, the leading papers of England, France, Spain, Italy, Germany, Cuba, &c. &c, kept on file for the free perusal of all visitors to the city.

Now, just see the name at the bottom; he is the responsible

doubt.

THE GLORIOUS PRESENT.

There are times when the golden enjoyments of the present are of the "glorious present." appreciated; when the eye of the Poet and the Romancer ceases to wander into the dim past and distant future for that soul cordial which induces the sacred furor of inspiration. Yet those are not the ordinary events of life. No matter how sublime; but between ourself and the numerous friends we have in the East, when the thunder of sudden war breaks upon years of peace as to the propriety of moving the publication of the Magazine to and tranquility-when the smile of plenty spreads itself like some of their cities; either New York, Bridgeport, or New an angel of peace over a burthened and famishing land, or Haven. Some of our advertising patrons have offered us very when the news of some startling event hisses like a rocket liberal inducements to make the change, and a great many of through the moral atmosphere of the social world. But to the foremost mechanics have pledged themselves to contribute the refined mind, the shock of war and the morbid excitement of the scandal monger are alike hideous and disdepraved society.

up the heart in thankfulness to the God of plenty. Long years After giving the matter due consideration, we have concluded to have rolled away since its parallel has visited us; rots, insects make an arrangement of this kind. Our new prospectus will and infections have blighted the prospects of each succeeding appear in the November number, when all the necessary particyear until "hope deferred" had sickened the hearts of the most ulars will be given. The present year, however, will be comhopeful. But the present year, though less promising in its in- pleted in the present office, and will open East with No. 1 Vol. and showers to be the most prodigal of her gifts. The loaded before. orehard, the waving grain, the dark cornfield, and the rank growth of the meadow, all lift up their heads with promise, which, like the rainbow that girdles the brow of the dying be obtained by addressing a letter to this office. The best of storm, tells of a bright providence that wisely hides behind the references will be given if required. Apply soon. shadows of affliction.

It may be, that continuous prosperity hardens the heart and chills the affections of men. Such is also the ease with continuous adversity. It makes men sharp, cold, and money-loving. The famine of besieged cities confirms this; hunger and want urge men on to desperate deeds of selfish cruelty, at which the heart would revolt under more favorable auspices. Urged on by this, the widow can roast and devour her own offspring, the friend covet the effects of his neighbor, and even the most generous will east lots for the careass of a comrade.

What wonder, then, that when finances are close and times hard, sharpers swarm, and the moans of the impoverished fill the social world with present trouble and future forbodings? At this juncture our jails will be filled with victims, and all the operative machinery of Church and State will scarcely repress the riotous and restless spirit of the afflicted masses. Just as next number, if possible.

Upon dissecting the "Broker" for the 29th of August, we sure as fire will cause water to boil, just so sure national cafound it to be an old 8th of August one, with a fly leaf pasted lamity will render the masses turbulent. But when the horn of over the date. Is invisible John taking this means to dispose plenty tells of abundant harvest, and when the eye is greeted at of an over issue, or is he cutting some rusty, and by this artful every turn with hopeful signs for the future, the elements of dodge doing us behind our backs? Come John, we know discord vanish; the farmer sings at his toil and the mechanic where you are, now; if not, we know who can find you, so turns to his labor with new hope; the prisoner looks from his keep an eye skinned and carry yourself straight, and we will cell and longs for free air; the song of the bird and the stimutend to getting our pay shortly, as will many others, no lus of free labor in the field. The christian warms with new devotion, and even the atheist, who is wont to reject the more sacred promptings of gratitude, turns his dull, cold eye towards heaven and utters an unconscious thanksgiving for the blessings

THE FUTURE OF THE MAGAZINE.

It has been a question of considerable debate for the last year, regularly if we would publish the Magazine in their midst Again, we have also had the offer of a co-partnership with a gusting, while the triumphs of peace and the song of the reaper very intelligent, competent, and enterprising gentlemen of this fills him with an extacy of delight. The one is God's gift, the city, who is a native of Providence, R. I., and who is anxious to other is a fearful display of the worst and darkest elements of return to New England and take up a permanent residence in any city we may conclude to publish, and give to the business Need we say, then, that the present is a fit season for lifting his unreserved attention, while we attend to the business West. fancy than most of its predecessors, has come through chills V. The "Harness-Makers' Journal will be continued here as

A first rate carriage-ironer—a man with a family, can

EXPLANATIONS OF THE DRAWINGS.

PLATE NO. 31.

No. 1—The two-seat Pony Sleigh. The body should be 5 ft. 3 in, long from the outside of the curve in front to the top of back. Front knee, 20 in. high; middle, 16 in.; back, $18\frac{1}{2}$ in. Body, 2 ft. 2 in. wide inside at the point where it rests on the beam; 2 ft. in front. Pannel 5 in. deep, measuring perpendicular, the side having about 5 in. swell.

No. 2—A rather small two-seat Sleigh. Body about 4 ft. 10 in. long; other dimensions about the same as Pony Sleigh; dash projecting at the sides the form of wings. This sleigh has a joint in front iron, supporting the seat, to turn it over and give room to get into the back seat.

No. 3—A one-seat Cutter. Body, 3 ft. 11 in. long. Knees, 19, 18½ and 16. Body, 23 in. wide inside at the back beam; 22 front. Pannel, 4 in. perpendicular; 4½ and 5 in. swell.
Shall have a large three-seat Extension Top Sleigh for the

R. H. BROWN.



BUSINESS DEPARTMENT.

COLEMAN'S PATENT, IMPROVED ANTI-RAT-TLING SHAFT COUPLING.

Fig. 1 is a side view of our improvement.

Eig. 2 is a plan or top view of the same.

Fig 3 is a detached view of the T head. Similar letters of reference indicate corresponding parts in the several figures.

Our invention consists in the peculiar means employed for securing T heads, which are attached to the shafts in loops, which are attached to the shafts in loops, which are attached to the axle. This is effected by means of in the art to fully understand and construct our invention, we will proceed to describe it.

A represents what is generally known as a T head. This is To the front axle of the vehicle two loops, B, are each shaft. To the front axle of the vehicle two loops, B, are attached. These loops are formed at the ends of bars, A, which are secured to the axle by clips, bolts, or any suitable are formed by bending over the outer end of the wide portion of the bars in semi-circular form, as shown clearly in Fig. 1.

The loops, B, are slotted as shown at V in Fig. 2, so that head fits corresponding in form to the head, so that the head may have a perfect bearing therein, and be allowed to work or turn, so as to allow the ends of the shaft the requisite vertical

plate, V, placed or formed at the junction of the bar with the head, and D represents a bar which is fitted between the box, C, and the vertical ledge or plate, V

The adjoining sides of the box, C, and bar, D, are inclined hope they will soon. or beveled, as shown in Fig. 1, and a groove, C, is made in the box, C, in its outer side, in which a projection, D, on the fling sum they can have one to each stage, and when not bar, D, fits the groove and projection forming a guide to the

the head, A, and the head prevented from having any unneces sary play. The upper end or head of the screw should be pro-vided with a square head, C, so that a wrench may be applied the use of them entirely out of the question. These difficulties,

By this device a serew fastening is obtained, and one that may be readily adjusted from time to time as occasion may require, so that the heads, A, will always be kept tight or snug

in their bearings and all unnecessary play avoided.
S. T. J. COLEMAN & JOHN W. TIBBET. Patented the 4th day of August, 1857.

[For illustrations see Plate No. 32.]

WHITE'S PATENT HUB, XENIA, OHIO, -Some of our friends South have inquired of us as to the practicability of the above improvement. We can only say, that we have never seen any of them in practical use, but the reports we are constantly re ceiving in regard to them, are such, that we can have no hesitancy in recommending it.

We find that "Hauck's Patent Brake" for carriage is being highly approved of South, and throughout the States of Pennsylvania and Virginia.

Smith's Spring Axle.—We have already made our readers familiarly acquainted with the name of A. E. Smith, the celebrated axle manufacturer, at Bronxville, N. Y. It is not now our object to repeat what we have so frequently asserted. but to refer to a sett of axles of a novel construction, made by him, which we are now using in a new carriage just completed. The axle is so constructed that the attachment of the wheel to the axle requires neither screw, bolt, linch-pin, or anything of the kind. At the shoulder of the axle there is a groove boxes and wedge shaped bars and screws, arranged as will be turned in about about 1 inch deep, and at the butt of the box hereafter fully shown and described. To enable those skilled there is a pair of jaws so attached and arranged as to be operated upon by means of springs, which press and hold the jaws into the aforesaid groove. They are sprung open when the wheel constructed of metal, and one is attached to the inner end of is to be removed, by means of a rench. We look upon the arrangement as one of the most convenient ever invented; and what is more, we do not run a vehicle of the same weight that way. The loops are considerably wider than the bars, A, and has as little resistance to draft, or that runs with less noise. Every person who looks upon convenience as a luxury, should have this axle to his carriage, or some other pattern of Smith's the heads, A, may be fitted thereon. The loop forms a hook case-hard axles. The great peculiarity of this make of axles as shown clearly in Fig. 1, and its inner part in which the Tis, the least possible resistance to draft, and so perfectly fitted that they are void of rattling.

A house in St. Louis wishes to know if we have an The outer broad end of the bar, Λ , that is, the portion of it agency for the sale of the "Jennings Portable Folding Tops." on which the hook or loop B is formed, has a vertical ledge or and if so, wants to know what deduction we could make from our regular price list, should they take from fifty to one hundred. broader portion, and directly back of the head, A, a box, C, is placed. This box is a metal bar, having one side made of con- In reply, we would say, that we have an agency, but the decave form, corresponding universally to the cylindrical form of the mand for the top has been such, that, up to the present time, the manufacturers could not furnish us with a supply, but we

Vertically through the bar, D, a screw, E, passes; said needed they can be folded up and stowed away, occupying little screw also passing through the plate, as shown clearly in Fig. 1. or no room. The principal reason for not having tops to all From the above description of parts, it will be seen that by driver seats on omnibuses is, we presume, first, made after the screwing down the bar, D, the box, C, will be pressed against old plan, are too expensive, and, in the next place, when not in use, require such an amount of room for storage as to render however, are entirely obviated with the "Folding Top."

> MACHINERY FOR THE MANUFCTURE OF CARRIAGES.—Some few days ago we had the pleasure of calling at the popular machine works of Messrs. Lane & Bodley, of Cincinnati. We are happy to notice that these gentlemen have so enlarged their business, as to enable them to furnish the trade with any kind of machinery that can be profitably made use of in the manufacture of carriages. Aside from their world renowned hubboring and mortising machines, they can furnish at short notice, Planing Machines, Tenoning Machines, Spoke Machines, Turning Lathes, Scroll Saws, and the Blanchard Bending Machines. Hub and felloe manufacturers, as well as the coach-makers, should not lose sight of this fact, for if they want good machinery this is most emphatically the place to find it. We purpose giving a series of engravings, which shall convey a correct idea of their style and form of construction.

We clip the following compliment to Messrs, Royer, Simonton & Co., from the Cincinnati Daily Commercial of the 11th inst. It has reference to the Mechanics' Institute of that city:

"Messrs. Royer, Simonton & Co. have on exhibition a variety of beautifully finished specimens from their wheel and spoke manufactory. These gentlemen have uniformly taken the prize wherever they have exhibited their ingenious handicraft. We were particularly struck with the strength and lightness of a buggy wheel, which, to our mind, exhibited the very perfection of vehicular art. They have also on exhibition, spokes of every description, shafts bent by machinery, felloes, and all the various etceteras necessary for the construction of every description of carriage. In the manufacture of these articles, as well as in the celebrated locust hub, specimens of which are on exhibition, Messrs. Royer & Co. employ the aid of steam and machinery, and are undoubtedly the largest manufacturers in the world, there being no Eastern or European establishment at P. KOONS & CO., Finley, Ohio. all able to compete with them. They supply nearly the whole South and West, and we understand are gradually accumulating an Eastern business. This is a proud specimen of the progress of Cincinnati in this important branch of manufacture."

LEECH & MAIR.—We take pleasure in again referring our readers to the advertisement of Messrs. Leech & Mair, of Pittsburgh. We are told by an old friend who has just been through their establishment, that they have the largest stock of goods now on hand west of the mountains. This is all very probable, since both partners are long and well schooled in the business, and no party more industrious and enterprising than

Ray A number of our patrons have asked us if they cannot get Mr. Ham's Patent Tire at a nearer point than New York, and whether there is no agency West, &c. We do not know of any agency existing in the West. The probability is, however, that there will be one established in this city very soon. The tire is becoming a great favorite among all classes who have tested it, and we predict for it a very large sale.

THE NEW SHAFT COUPLING .- We are now using on one of our buggies a pair of Coleman's Improved Shaft Couplings, and from the trial we have given them, have no hesitancy in recommending them to be the best shaft coupling we have ever seen. Mr. Coleman is manufacturing carriage bolts very extensively, and this coupling will also be furnished from his factory at Cincinnati, O. We hope carriage-makers will give this coupling their notice, as it is just the thing they want.

Apology.—If there is anything in the world that we more dislike than another, it is that of appearing before our readers in the character of an apologist; but the late appearance of this number demands it. Mr. R. H. Brown, our drafsman, has been so sorely afflicted in his family by sickness and the death of his wife, that he has been totally unfitted for any kind of business. This circumstance also accounts for the nonappearance of engravings that should have been inserted.

Mr. Henry G. Tousley is our authorized agent for the disposal of our various patents. Any courtesies extended to him by the eraft will be cheerfully reciprocated by us.

A CARRIAGE FACTORY FOR SALE.

The undersigned offers for sale his new factory, situated in Augusta, Hancock County, Ill. The country around is as fine as any in the West. The shop has a good run of custom, with no other shop nearer than 40 miles. Any one wishing to do a good business with a small capital, can obtain all particulars by CHAS. SEEM. letter, or by calling on me in person.

Augusta, Hancock Co., Ill., Sep. 8th, '57.

WANTS.

WANTED-A first class Carriage and Cutter builder. One familiar with all parts of the wood work can have steady employment and good wages. Address JACKSON & ZUFELT, Sheboygan Falls, Wisconsin.

Waxren—A first class Carriage Ironer, to whom the highest wages will be paid and a permanent situation given. Address J. H. CARSON, Upper Sandusky, Ohio.

WANTER.—We want a good Trimmer immediately. Address E.

Advertisers will do well to ponder the following sensible remarks contained in a little book, entitled "How to get money."

"Whatever your occupation or calling may be, if it needs support from the public, advertise it thoroughly and efficiently in some shape or other that will arrest public attention. I freely confess, that what success I have had in my life, may be attributed and the success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had in my life, may be attributed as a success I have had a su uted more to the public press than to nearly all other causes combined. There may possibly be occupations that do not require advertising, and that it did not pay. This is only when advertising is done sparingly and grudgingly. Homeopathic doses of advertising and grudgingly. doses of advertising will not pay perhaps; it is like half a portion of physic, making the patient sick but effecting nothing. Administer liberally and the cure will be permanent.—Some say they cannot affew to advertise to the control of the cont they cannot afford to advertise. They mistake; they cannot afford not to advertise. In this country where everybody reads the newspapers, it will be seen that these are the cheapest and best media them. best media through which persons can speak to the public where they are to find their customers. Put on the appearance of business and generally the reality will follow. The farmer plants his good and described are his seed, and while he is sleeping, his corn and potatoes are growing. So with advertising. While you are sleeping, or growing. So with advertising. While you are sleeping, eating, or conversing with one of your customers, your advergating, or conversing with one of your customers, your advergations. tisement is being read by hundreds and thousands of persons who never saw you or heard of your business, and never would, had it not been for your advertisement appearing in the newspapers."

+-4+@-+-+ An Irishman on being charged with having stolen a wagon, declared he had owned it ever since it was a wheel-

LITERARY REVIEW FOR SEPTEMBER.

"Norming to Do," by a Lady.

This spicy little book is intended by the fair (we suppose) authoress as a companion to that withering calumny upon her sex and their unmentionables, "Nothing to Wear." As such it is happily conceived and fitly expressed, showing up the "Patent Leather Man" with the "Crinoline Woman" in a manner that will make many a "Fitz Frizzle" wince, who perambulates Fifth Avenue to ogle the ladies having "Nothing to Do."

"Oh! wad some power the giftie ge us, To see oursels as ithers see us; It wad fra many a blunder free us An foolish notion; What airs in gait and dress would le us And ene devotion."

Randall & Aston, 50 ets, pre-paid.

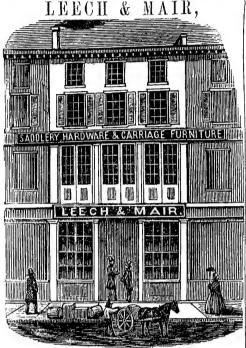


COACH-MAKERS' MONTHLY DIRECTORY.

ADVERTISING IN THE DIRECTORY: TERMS OF

Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

All advertisements for a shorter time than twelve months, are charged 50 cents per line for each insertion; Payable in advance.



No. 127 Wood Stroot, PITTSBURGH, PA. IMPORTERS AND DEALER

SADDLERY & TRUNK HARDWARE

CARRIAGE TRIMMINGS.

WE keep constantly on hand as full an a sortment of Goods W in our line, as can be found in any city in the West, and respectfully solicit a continuance of the oxien ave patronage of R. T. Leech, Jr., whom we succeed. We still continue the most liberal inducements to our old friends, and to buyers generally. Being the oldest regular establishment in our department of trade in this city, our long experience enables us to know the wants of our customers exactly, and to make the most judicious selections in our various styles of Goods. The attention of the Southern and Western trade is particularly directed to this Card.

May-1857

THE

WHIP SOCKET

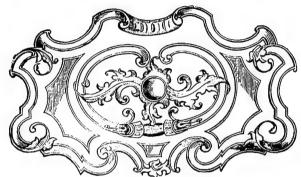
OWES ITS POPULARITY TO THE FACT OF ITS LOOKING BETTER,

WEARING LONGER AND COSTING LESS

THAN ANY OTHER SOCKET IN THE WORLD.

For sale by Coach and Saddlery Hardware Dealers Every Feb. 1857. where.

JAMES



COACH CARVERS, ORNAMENTAL DESIGNERS

BACK BOARDS OR BRAKES, PUMP HANDLES AND WINDOW CAPS, AND ALL KINDS OF

COACH CARVED AND TURNED ORNAMENTS.

No. 2, Mechanics' Block, New Haven, Conn.

THE styles of work done at this Establishment are modern, and the designs original. In sending orders, parties will please send a paper pattern of the place where the ornaments are to go. Patterns will be necessary for Pump Handles, or Brakes, Crane Necks, inside of Moulding, Back Lights, Back Quarto Lights. Parties visiting the City will find it to their advantage to call and examine our stock of Carvings, which we keep constantly on hand. Parties will also have the advantage of examining our Book of Coach Ornaments, in which will be found every variety. Ornaments made to any design or to fit any place. Circulars with lists of prices forwarded if required. Terms—Cash.

JAMES H. CAMPBELL & CO., No. 3, Mechanics' Block. Feb., 1857.

W. M'DANIEL.

GEO. E. FORT.

M'DANIEL & FORT, IMPORTERS AND MANUFACTURERS OF SADDLERY HARDWARE, ΛND

COCCETE TO THE COLOR No. 101 North Third Street,

(Between Arch and Race, lower side, PHILADELPHIA.

KEEP CONSTANTLY ON HAND A FULL ASsortment of Conch Laces, Fringes, Cloths, Rattinetts, Damasks, Springs, Axles, Felloes, Spokes, Hubs, Curtain Cloth of all kinds, Curled Hair, Moss, Enameled and Patent Leather, Fly Netts, Harness Msuntings, &c. March-1857.

> P. HAYDWW, MANUFACTURER OF

SADDLERY & COACH HARDWARI COACH LAGE, AXLES,

T. SYMMES.

FRENCII & SYMMES' Philadelphia Axle Works,

Broad St., above Willow, East Side. AXLES OF ALL KINDS FOR

Coaches, Light Carriages, &c., &c.,

Manufactured of the best Material and Workmanship. Orders solicited and promptly attended to. The Trade supplied on liberal Terms.

JAMES H. DUSENBURY,

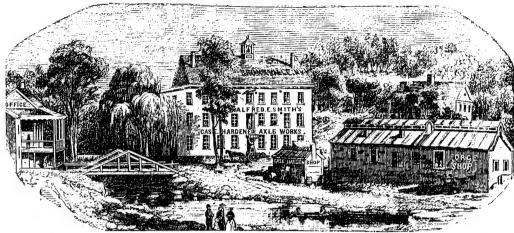
DEALER IN EVERY DESCRIPTION OF

COACH & CARRIAGE HARDWARE & TRIMMINGS.

EDMUND TOWNSEND,
Urieville, Kent Co., Md.,

MANUFACTURERS OF EVERY VARIETY OF
MANUFACTURER OF EVERY VARIETY OF
MANUFACTURERS, CO. ALSO,
CONSISTING OF RIES, POLES, SHAFTS, &C. ALSO,
CONSISTING OF RIES, POLES, SHAFTS, &C. ALSO,
CONSISTING OF RIES, POLES, SHAFTS, &C. ALSO,
COUNTING OF RIES, POLES, SHAFTS, &C. ALSO,
COLUMBUS, Office
Columbus, No. 2, Buckeye Block,
COLUMBUS, Office
COLUMBUS, Office
Columbus, No. 2, Buckeye Block,
COLUMBUS, Office
COLUMBUS, Office
Columbus, No. 2, Buckeye Block,
COLUMBUS, Office
Colum

The most extensive Case Hard Axle Works in the World.



THIS ESTABLISHMENT ARE MANUFACTURED ALL SIZES AND KINDS AT THIS ESTABLISHMENT ARE MANUFACTURED ALL SIZES AND KINDS of CASE HARDEND Axles, from Skeleton Wagon Axles to the largest kind of any style, comprehending the Plain, Solid Collar Taper, Philadelphia Style, 4 oil chambers to the Boxes; comprehending the Plain, Solid Collar Taper, Philadelphia Style, 4 oil chambers to the Boxes; nats either square or six square, with or without flanges, as ordered. Also, Swelled Taper, Solid Collar Axles; Baltimore or Collinge Taper Axles, five oil chambers in boxes; A. E. Smill's Patent Baltimore "Mail Patent" with 5 oil chambers. The peculiarity of this patent is, the box runs into the Collar instead of running over it in the old way, keeping out more effectually the dust, grit, &c., that is apt to get into axles and boxes after the washers wear; a smaller had any be used the greatest and leaves and a large and a large and extensive leaves. hub can be used, the spokes are less liable to be cut off; and a deeper and entire bearing against the collar can be gained. The Old Colling English Anna are also made here in great perfection, of all sizes. Also, A. E. Smith's newly patented correcated boxes, made from maleable iron, having from 12 to 20 oil chambers running longitudinally to within 1½ inches of each and making the boxes lighter attention and making the boxes lighter at the latest and a size of the leable iron, having from 12 to 20 oil chambers running longitudinally to within 11 inches of each end, making the boxes lighter, stronger, and easier to wedge in the hub, and when in cannot turn around in the hubs, on account of the axles heating and sticking as they sometimes do in the old way, because of the corrugation or ribs on the outside of the boxes. All these axles are made from Charcoal Hamberd and Magnetic Iron, and are all warranted. The references of this concern are generally the most extensive Coach-Makers in this country. A. E. Smith's Patent Washers, which last about ten times as long as the ordinary washers, are applied to his axles without extra charge, and when ordered separately, are sold at from three to five shillings a sett. Address Alfred E. Smith, Bronwille, Westchester County, New York.

N. B. When Mail Patent Axles are ordered, the old style is sent, unless specially desiring the new style. By the old style I mean the three long bolt with box going over the collar.

Carriage Hardware and Trimmings. F. S. DRISCOLL & CO.,

Have taken the White Marble Store,

NO. 94 BOWERY BETWEEN GRAND AND HESTER STS.,

WEW YORKS
Where they have constantly on hand a general assortment of

Wagon Materials,

CONSISTING IN PART OF

Carriage Springs, Axles, Hubs, Spokes, Rims, Top Bows, Shafts, Patent and Enameled Leather, Dash and Flap Leather, Enameled Cloth, Carriage Cloth, Oil Cloth, Coach Lace, Coach Lamps, Varnish, Philadel-phia Carriage Bolts, Malable Tron, &c., &c.

F. S. DRISCOLL & CO.,

F. S. DRISCOLL & UU.,

W OULD respectfully call the attention of Carriage-Makers and Wheelwrights to their well assorted Stock of Carriage Goods, which they are prepared to sell at Low Figures. Having had thirteen years experience in the business, and being well acquainted with the wants of the trade, they flatter themselves that they will be able to give satisfaction to their customers. Please favor us with a call before purchasing elsewhere.

F. S. DRISCOLL & CO.

March-1857.

John A. Cardner.

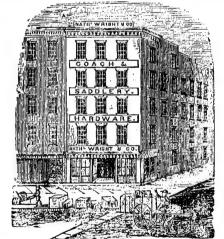
SILVET Plater, St., N. Y., M. ANUFACTURES TO ORDER, AND KEEPS CON-M. Stantly on hand, all kinds of placed Garriago Hardware and Trimmings. Saddle and Harness Makers will also find a full assortment of Tevrett, Hooks, &c., of the latest styles. If P. Dasher, Axle-nuts, and other jobs left at this shop will be placed expeditionally, neatly, and on very reasonable torms. Phase give in a call.

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COACH & SADDLERY HARDWARE. 324 Broadway, Cor. Hamilton St., ALBANY, N. Y.

Aug-1857

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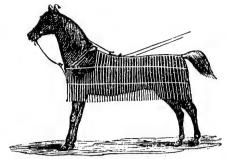
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Adjusting Trees, Hames & Buckles.

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KERSEY, WOOLEN AND LINEN

Fly Nets & Neck Cords.

Every variety of EAR TASSELS, REIN WEB AND WEB HALTERS. Wholesale and retail.



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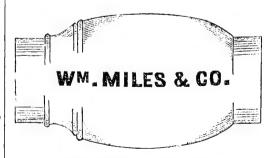
and style, and which we offer to the trade on the most favorable terms.

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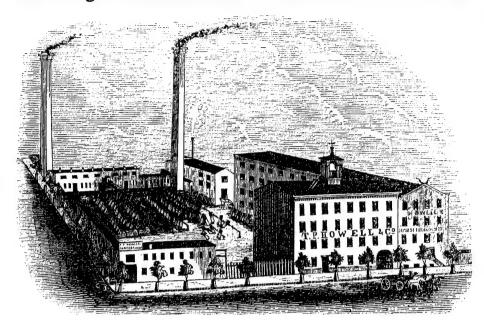
HE MOST EXTENSIVE ESTABLISHMENT OF
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no to 40,000 acts of Ram, Gun and Oak Hubs, of all sizes,
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The Largest Establishment of the kind in the World.



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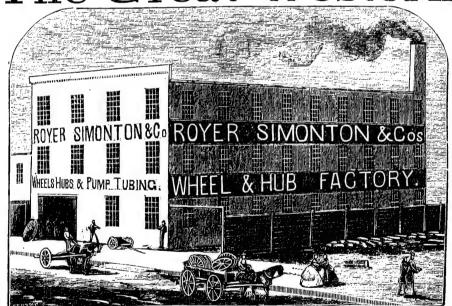
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Block Bounded by New and Wilsey Streets and Morris Canal. WARE ROOM, 218 MARKET ST. NEWARK, N. J.

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[March, 1857.

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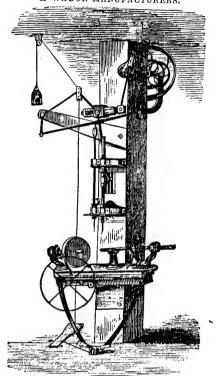
Factory No. 375, South side of Third Street, below Smith Street, CINCINNATI, OHIO.

Mr. Simonton being a practical Carriage-Maker, our customers may depend upon having their orders filled correctly.

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WOOD WORKING MACHINERY



Daniels' Planers, Gray & Wood Planers, Tenoning Machines, Mortisinz Machines, Spoke Machines, Spoke Machines, Shafting, Pulleys, &c.

Shaftinz, Pulleys, &c.

OUR POWER HUB MORTISING MACHINES ARE Already widely and favorably known, and and we solicit
the patronage of the craft for any Machines they may need,
feeling assured that we can satisfy the most fastidious mochanic. We would refer toMossrs. Royer, Simonton & Co., Hub, Spoke and Wheel
Manufacturers, Cincinnati.
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Mr. Wm. McLain, Hub Manufacturer, Baltimore.
And to our machinery wherever it is in operation. For descriptive Circulars and Price List, address
Jan-1857

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B. K. MILLS & CO., MANUFACTURERS OF

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Orders solicited from Coach-Ma-

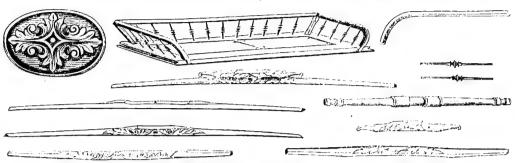
kers throughout the United States and Canadas. Having the largest Establishment of the kind in New England, we are confident that we can render universal satisfaction to all who may favor us with their patronage. [Jan-1857.

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65 TIGM FIFE STATE BY TY,
NEW HAVEN, CONN.,
MANUFACTURE MALLEABLE IRON CASTINGS FOR
Carringes, of every description of pattern, and of superior quality.

117 Orders respectfully solicited. Address
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Great Eastern Depot of CARRIAGE TRIMMINGS & SADDLERY HARDWARE.



COWLES

No. 29, Orange Street, New Haven, Conn.,

Manufacture and keep constantly on hand, a large variety of every description of

The attention of Purchasers is especially directed to this House.

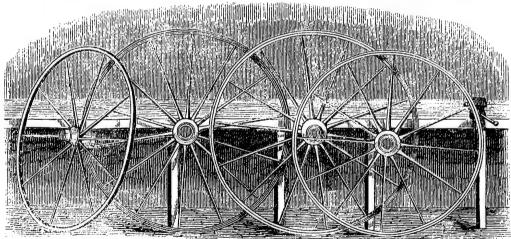
OUR CATALOGUE OF CARRIAGE GOODS:

Self-adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Bands, Silver do., Brass Sand Bands, Silver do., Stump Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Hinges, Silver do., Iron do., Solid Brass Handles, Electro Plated do., Sil. close do., Turned Iron Collars, do. Plated, Door Locks, Blind Catches, Brass Inside Handles, Silver do., Lining Nails, Silver, do. Brass, do. Japanned, Forty Nails, No. 1, do. No. 2, do. No. 3, Brass Terretts, Silver do., Brass Pad Hooks, Silver do., Brass Swivels, Silver do., Ivory Inside Handles Ivory Pull-to Handles, Ivory Sildes, do. Knobs, No. 1, do. No. 2, do. No. 3, do. No. 4, Ivory Head Screws, 3, do. 7, do. 1, do. 11/8, Buckles of all kinds, Silver Chas'd Handles, Bross do., Patent Leather, Rubber Cloth, Oil Carpet, Coach Lace, Tufts, Tassals, Tuffing Twine, Senning Cord, GOACH LAMPS, Carriage Springs, do. Axles, do. Hubs, do. Spokes, Coach Door Slide Bolts, Coach and Buggy Whiffletrees, Bolts, Malleable Iron, Lead Mouldings, Spring Rollers, Curled Hair, Moss, Buttons of all colors, Mal. Hand Screws, 4 sizes, Knobs, Silver Chased Ornaments, Silk Fringes, Worsted Fringes, Card Plates, with names neatly engraved, all styles. [17 Orders promptly attended to.]

Buggy Seats and Carriage Bows, Carriage Parts Plain, do. Carved, all styles, Seat Scielts, do. Rails, Spokes, Bent Felloes, Hubs, mortised and unmortised, together with other parts belonging to a Carriage

We would especially call the attention of purchasers to our quality of Eastern Timber, none but being used in the manufacture of our wood-works. [Feb., 1857.] C. C. & CO. the best being used in the manufacture of our wood-works.

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148, 150 & 152 York Street, Head of Grove, New Haven, Conn., MANUFACTURERS OF

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OF EVERY DESCRIPTION.
SPOKES, Finished and Untinished, HUBS, Mortised and Unmortised, BENT RIMS,

SAWED FELLIES, SPRING BARS, Plain and Carved,

WHIFFLETREES, RUNNING PARTS, SEAT STICKS, HANDLES, &C., Always on hand made to Order, of the best Eastern Timber.

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[Feb. 1857]

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CHAPMAN'S Elastic Anti-Rattling

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MANUFACTURE COACH AND CARRIAGE TEMPdened Springs, Mail, Hair Patent and Taper Case-flardened Axles. We are the sorts unthorized manufacturers of E. M. Stratton's Improved Mail Patent Axles. Orders promptly filled on reasonable terms.

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PAINTS, COLORS, BRUSHES & VARNISHES.

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TOMEINSOM'S PATENT SPRING PERCHES,

BANDS, CALASH TRIMMINGS,

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WE RESPECTFULLY SOLIGITHE PATRONAGE OF those who are making the first class carriages. We believe we have deservedly acquired by requisitant manufacturing the best ardicles in our line, in the country. Our Springs we under from the best ENGLISH SPRING STEELS, (which is an decaporessly for us from Swedee's from and are all thereaging to said before they have the Factory. Our Axless are of the best Salisbury Iron, and our Carriage Trimmings are made in the latest and most approved slyks.

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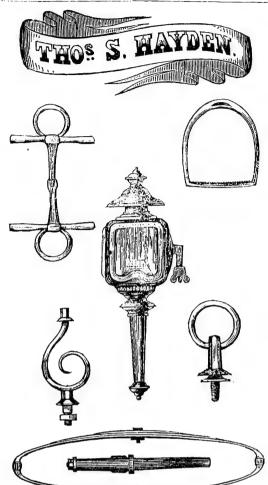
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WIVERY VARIETY OF BEST CARRIAGE HUBS ON

Land or made to order, at sheat nodes. Twenty-three
years a medium and a section of country productive of the
terry lest quarty of finder, conducts me to hope to give the
fullest satisfaction. If for mess: Enton, Gilbert & Co., and
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Every description of Malleable Iron made to or-der at short notice.

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Patent Dash Leather; Patent Enameled Leather; Patent and Enameled Leather, fancy colors; Black and Fancy Colored Enameled Cloths; Union and all Wool Cloths, assorted colors; Cotton, Union, and Worsted Damasks, assorted colors; Worsted and Silk Coach Laces; Fringes, Rosettes, Tufts, Tassels, Curtain Silks, Buckram, Seaming Cord, Japanned, Brass, Silver, and Ivory Head Lining Nails, Moss, &c., &c.

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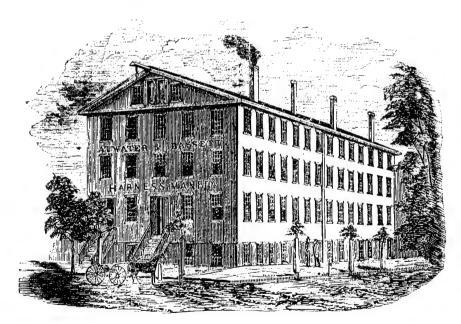
Elliptic Steel Springs; Common and Patent Axles; Stump Joints; Brass and Silver Hub Bands, Dash Frames; Carriage Hinges and Handles; Carriage Knobs, Bolts and Lamps; Top Props; Curtain Frames; Apron Hooks and Rings; Turned Collars and Washers.

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Poles, Whifile Bars, Carved Spring Bars, Turned Scat Spindles, &c., &c. Coach, Harness, and Trunk-Makers' Var-nishes. Saddlers' Harness, and Trunk-Ma-kers' Goods. July-1857

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Spokes, Hubs, Bows, Felloes, Shafts, Silver and Lead Moulding, Spring Curtain Barrels,

Nos. 2 and 3 Japanned and Silver Capped Carriage Knobs, Spring Catches, Door Handles, Inside Handles, Caleche Trimmings, Card and Name Plates, Solid Head Silver and Japanned, Lining, Band and Saddle Nails, with Annealed Points, Top Props and Nuts, Joints, Rivets, Carriage Bands, from the cheapest to the very best quality, Silver Chased Rosettes and ornaments of the latest pattern, Rosette Top Props, Silver Head Dash Bolts, Shaft Tips, Pole Yokes and Hooks, Plated Dash Rods and Collars, Plated Foot Rails, Acorn Nuts and Rivets, Acorn Loop Bolts, &c., &c.

Factory on Franklin, near Chapel Street. Warerooms, 81 State Street,

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Orders respectfully solicited.

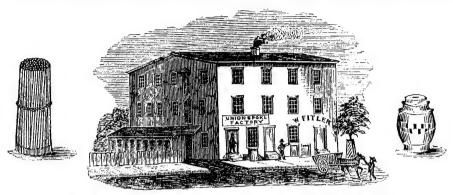
NOTICE.

Having obtained LETTERS PATENT for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27th, 1857, will be liable to prosecution.

Having made Hugh Galbraith, of this city, our General Agent for the sale of said Slat Irons, a good supply, on favorable terms, can always be had at his Store, No. 81 State Street, New Haven, Conn.

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Of every variety kept constantly on hand. Our stock of finish so that we are at all times prepared to fill Orders at short notice. Our stock of finished work is very extensive,

Stock selected with the greatest care, and from the best that the country affords.

Any quantity of the very choicest white hickory and second-growth Timber will be found our mammoth establishment. ELDREGE & FITLER, Philadelphia. at our mammoth establishment. June-1857

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McELROY'S Patent Elliptic C Spring and Coupling.

The Best and Cheapest method of constructing pleasure Vehicles ever discovered.

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Westport, Fairfield Co., Conn., MANUFACTURES—IN A SECTION OF COUN-MANUFACTURES—IN A SECTION OF COUNtry proverbial for producing the best qualities of timber—the very best Hubs of every variety for Carriages, &c., having a large stock of seasoned blocks of every size on hard, ready for turning to suit customers. Orders filled at the shortest notice and on the most reasonable terms, if addressed as above, by Mail or otherwise.

[May-1857]

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Carriage Ironers and others in the

Iron Business.

HIRAM ABBOTT'S

UPSETTING MACHINE.

The Best and Cheapest method of constructing pleasure Vehicles ever discovered.

The old behinded C Spring stands acknowledged as without a rival, for cuse of motion and durability, is only fault being the mountin appearance, which it presented, in consequence of it crossing the asks, and sticking out so far in the superior of the proportionate amount of stock. In my invention these difficulties are all covereme, and the good qualities of all combined.

In the first place, my springs require less slock. 2nd, are much lighter, 3d, are suffer more disable. 3th, for the repaired. 4th, are less liable to got out of repair. 5th, are much easier repaired. 6th, are much lighter, 3d, are suffer more disable. 3th, for the much the second of the pair armore disable. 3th, are much easier repaired. 6th are pivoted in the centre, so as to allow the gearing to rock with out twisting the body. From the centre to the turn of the chay combine all of the advantages of the Winan Spring, and the common Elliptic, and in the C they combine all of the allowed the sufficient of the centre, so as to allow the gearing to rock with and the common Elliptic, and in the C they combine all of the allowed the sufficient of the centre, so as to allow the gearing to rock with and the common Elliptic, and in the C they combine all of the destrictions of the sufficient of the sufficient control of the sufficient and the common Elliptic, and in the C they combine all of the destrictions and of the axle rather than the present, they would the side and quartering swing of the Sprout combination; are just as the common Elliptic, and in the C they combine all of the destrictions and of the sale rather than the present, they would the side and quartering swing of the Sprout combination; and the common Elliptic, and in the C they combine all of the destrictions, and of the axle rather than the present, they are the common state of the summan and the common Elliptic, and in the C they combine all of the destrictions, and of the sale rather than the prese

oois, new try, axis, and the machine, the names of a few persons using it are inserted:
Jacob Loman, Glaveland, O.; Isaac Penfield, Oberlin, O.; Mr. Knap, Newburg, O.; D. M. Borland, Berea, O.; Henry Harris, Wakeman, O.; P. Vannest, Cleveland, O.; Henry Harris, Wakeman, O.; Henry Moores, Columbus, O.; J. McElroy, Islaware, O.; Blake & Williams, Golumbus, O.; J. L. Richards, Springield, O.; Cunninglann & Bro., Cardington, O.; Mr. Piffer, Brosden, O.; J. Cook, Vermillion, O.; H. Heiming, Toledo, O.; N. Wagoner, Elyrin, O.; Hannam & Woodward, West Liberty, O.; S. Burny, London, Madison Go., O.; Peter Cranker, Perrysburg, O.; Androw Clement, Adrian, Michigan, Mr. Stanbach, Hillsalle, Michigan.

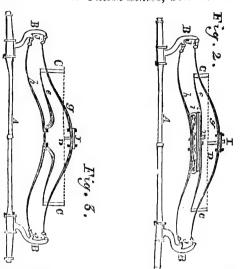
Address

A. McKENNY, General Agent, June-1857

Oberlin, Lorain County, Ohio.

FREEMAN'S PATENT BUGGY.

Patented in the United States, Oct. 21, 1856.



THE SUBSCRIBER WOULD PESPECTFULLY CALL to his improvements in Carriages, (patented as above) a full description and illustration of which may be found in the 2nd No. of the 2d Vol. of the Magazine.

These improvements have, within the last few months, been thoroughly tested upon every variety of road, and proved merit, and where introduced their sale has suppreded that of all other buggies. The manufactory at which this carriage was first made and introduced their sale has suppreded that of for these carriages, been doubted in size, and is now found to limited to keep pace with the growing demand. Combining, as they do, unequaled case of motion, beauty of design, lightness and strength, they cannot but become a universal favortie wherever introduced.

The above engravings show the form and arrangements of the Spring, and the method of hanging the body. For a full Plate V, Vol. 2, of this Magazine.

The subscriber now offers this invention to the Public, with a feeling of confidence, that the purchasers will feel satisfied with, and reap a profitable harvest from any investments they may make in it. Rights and iteenees to manufacture and self this invention, may be obtained upon reasonable and accommodating terms, by addressing the subscriber at Burford, Brant Co., C. W. DANIEL FREEMAN.

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WHITE'S IMPROVED MODE AXLES,

This improvement can be applied to Carriages and Buggies, or to Wagons of all kinds; and by it the friction is cut off from both ends of the Hub, and will hold grease or oil as long as it will last.

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JAMES M. WHITE.

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N. B. All Orders punctually attended to.

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Patent Collar Leather and Eash is staer, 151.4k and Fancy Enmel'd Cloth, Japan'd and Enamel'd Curtain Cloths, Damasks, Gloths, Laces, Fringes, Springs, Axles, Malloable Iron, Felloes, Bows, Spokes, and Hubs, and every other article used in the manufacture of Carriages.

Agents for Noble's & Hoar's London Varnishas and Paints. One of the partners residing in New York, gives us every facility of buying goods upon the very best terms.

May-1857

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MANUFACTURERS OF

SILK & WORSTED LACES,

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Makers, Importers, and Dealers in Harness and Carriage Trimmings, and Hardware of every description.

July-1857

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(Late Eagles & Lockwood,)

Coach Lamp Manufacturer AND SILVER PLATER.

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THE LARGEST ASSORTMENT IN THE UNI-

THE LARGEST ASSORTMENT IN THE UNI-ted States, embracing over 190 different sizes and patterns of Coach and Buggy Lamps. Engine and Signal Lamps, Coach and Cantel Mouldings, Curtain Frames, Dashes, Railings, Branch Irons, Handles, Pole Hooks; Tuft Nails, &c., &c., constantly on hand at Wholesale and Retail.

[july 1857.

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Keeps constantly on hand a large assortment of choice

Saddlery and Coach Hardware,

Together with a well selected Stock of the most approved Manufacturer's

PATENT LEATHER,

Japanned Curtain Cloth, Warranted Steel Springs Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bows, Coach Varnish and Japan, Curled Hair, Moss, &c. [June, 1857.

PATENT NOISELESS CARRIAGE IRONS.

Patented July 29th, and Nov. 25th, 1856.

AGENTS:

Geo. N. Davis & Bro., 152 Congress Street, Boston; Mun son, Morse & Co., 63 Temple Street, New Haven, Conn.

By the application of Vulcanized Rubber and Malleable fron to the different parts of a Carriage, the continued rat-tling and constant wear is obviated, and the numerous acci-dents and detentions occasioned by the Whiffletree Bolts and transient Bolts getting out, or breaking off, are prevented.

PRICE LIST-IN SETTS:

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SELDEN & LANDPHERE, MANUFACTURERS OF

CARRIAGE WHEELS & BOWS, SPOKES HUBS, FELLOES, BENT RIMS,

Shafts, &c. GEORGE SELDEN, JR., }
ASA LANDPHERE.
NOV-1856

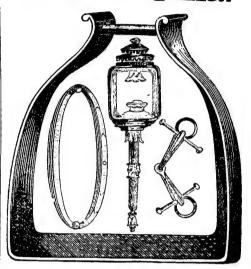
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NO. 49 NORTH THIRD STREET, To No. 318 Market Street, between Third and Fourth,

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Having removed from our old location as above, we would respectfully invite your attention to our large and well asserted Stock of

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Comprising every variety of Goods used by Saddlers, Harness and Coach-Makers, and of various qualities, which we offer at low prices for Cash or approved paper. We would especially call attention to the very superior qualities of Harness Mountings, manufactured by Mr. Welch, oxclusively for ourselves, as being the best made in this country or Europe. Should we be favored with your orders, they will receive our prompt attention. Among our slock will be found the articles enumerated below.

Respectfully yours,
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promp attention. Among our stock will be John the articles enumerated below.

Respectfully yours.

Respectfully yours.

Stirrups, Bridle Bits, Spurs, Roller-Harness and Bridle Buckles; Wood, Ivory, Gutta Percha and Metal Martingale Rings; English Bridle Fillings; Snoo Thread, Saddlers' Silk and Thrend; Saddle Nails, Halter and Trace Choins; Saddle Rings; English Bridle Fillings; Snoo Thread, Saddlers' Silk and Thrend; Saddle Nails, Halter and Trace Choins; Saddle Trees, Curb Chadus, Tacks; Wagon, Buggy and Riding Whips; Horse Bushes, Curry Combs and Carge; Trace Hooks and Boltsing; Trace, Pad and Crupper Loops; Trace Hooks and Boltsing, Trace, Pad and Crupper Loops; Trace Hooks and Bolts, Cockeyes; Halter, Breeching and Harress Ring; Brass, Silver, Worsted and Whalebone Rosettes; Ornaments, Pad and Gig Trees; Saddler's Tools, Loop Dies and Presses; Pavoy's Harness Composition; Pad and Gig Saddle Housings, and Bridle Fronts; Fair Call and Hog Skins and Skiver; Moroceo and Lining Skins; Goat, Buck and Chamois skins; Welting and Shark Skins; Pad Skins; French Calf Skins; Patent Skirting, Flap and Dash Leather; Enameled Collar and Railing Leather; Enamel Muslin Black and Colored; Enamel Drilling and Duck; Horse Blankets and Korseys; Traveling or Lap Rugs; Plaid Linen for Summor Covers; Princess and Collar Checks; Saddle Colot and Serges; Worsted and Cotton Bindings; Girth, Roller and Rein Webs; Straining, Diaper and Boot Webs; Gotton, Worsted, Linen and Leather Fly Nets; Gloths, Dannasks and Ratinets; Gotalines and Gurtain Silks; Conch Laces, Fringes and Tassels; Tuffs, Buttons and Lining Nails; Lamps, Gartain Frames, Knobs; Hub-Bands, Dashers, Handles; Apron Hooks and Rings, Whip Sockets; Garringo Bolts, Springs, Axles; Axle Glips and Shackles, Shait Tips; Stump Joints, Top Props, Illinges; Pole Yokes and Grabs; Turned Seat Sticks, Hubs, Spokes; Felloos, Bows, Shaffs, Poles; Moss, Deers Hair, Curled Hair; Velvet and Tapestry Carpets; Floor Oil Gloths, Buckrams; Furniture Oil Cloth.

JOHN TENNIS.

D. A. DANGLER.

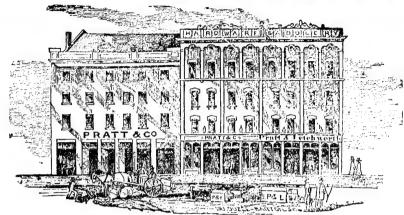
John Tennis & Co., EXCLUSIVE WHOLESALE DEALERS IN

FOREIGN & DOMESTIC

ALSO, EXTENSIVE DEALERS IN

CARRIAGE & HARNESS TRIMMINGS, Cleveland, Ohio.

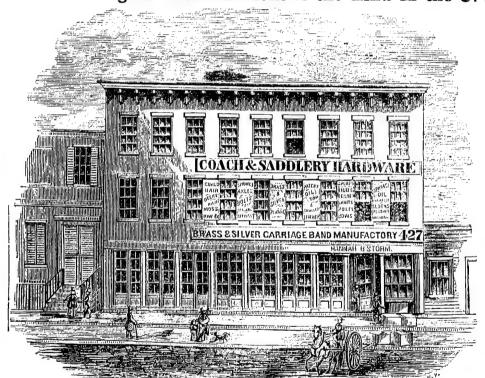
SAMUEL F. PRATT,



MANUFACTURERS, IMPORTERS, AND DEALERS IN EVERY DESCRIPTION OF

OFFICE AND SALE ROOMS, No. 34 Terrace Street, Opposite the Western Hotel, and adjoining the Hardware Store of Messrs. Pratt & Co., BUFFALO, N. Y. June, 1857.

Oldest and Largest Establishment of the kind in the U.S.



423, 425, and 427, Main Street, Poughkeepsie, New York,

HAVING purchased of Mr. Charles Pearl, his entire interest in the above establishment, we would respectfully call the attention of Dealers and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and style of Carriage Hub Band, constantly on hand. We also manufacture extensively from superior timber, well-seasoned Bent Felloes, Shufts, Poles, and Turned Spokes, and Seat Rounds or Spindles of every style.

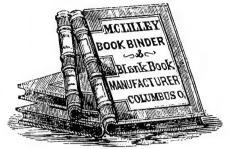
Terms—Six months for approved paper, or five per cent. off for Cash.

Feb., 1857

The Largest and Best of the kind in the United States.

EVERY variety of Seasoned, Morticed, and Unmorticed, kept constantly on hand, suitable for Trucks, Heavy Wagons, Omnibusses, Coaches, Rockaways, Buggies, Sulkies, &c. The subscriber spares no pains in procuring the best of timber, and in getting up his work in the most approved style.

JOHN URMSTON, Union St., Rahway, N. J.



Magazines, Journals and Book Work done in the best style,

Magazines, Journals and Book Work done in the bost style, and at reasonable rates.

I am now engaged in binding Coach-Makers? Magazines and other works published by the proprietor of this Magazine, and lave every facility for binding them as they should be bound. Send them by Express, and I will return them by the same. Price for binding with gift edge, one-half Turkey Binding, \$1.00 to \$13.5 per volume. Other work solicited.

July-1857 M. C. LILLEY.

The Greatest Improvement of the Age!

PATENT ANTI-RATTLING. ANTI-FRICTION

SHAFT

On an entirely New Principle. It will last as long as a Carriage to which

it is applied, without costing

a dime for repairs,

As a trial of more than two years abundantly proves.

Boxes containing $\frac{1}{2}$ dozen setts or more, sent to any part of the United States or Canadas at \$1,50 per set.

TERMS—Cash. All orders must be ad-J. D. SARVEN, dressed to Columbia, Tenn. July-1857

F. M. PERKINS & CO.,

MANUFACTURERS OF

Pearl, Ivory, and Bone Trimmings,

CARRIAGES, RAILROAD CARS, SAD-DLES, HARNESS, &c., &c.

Metal Carriage and Harness Trimmings, of all Descripilons. Also, Manufacturers of fine Pearl and Ivory Coat and Vest Buttons.

WATERBURY, CONN.

July-1857

Naugatuck WHEEL COMPANY,

NAUGATUCK, CONN.,

MANUFACTURERS OF

HUBS, SPOKES, FELLOES & WHEELS

Of every description. Also, manufacturers of

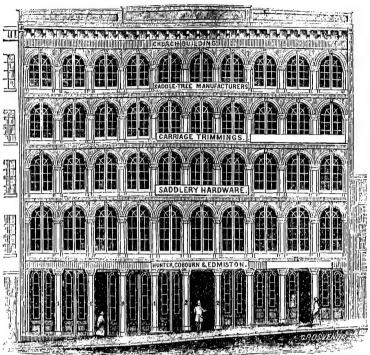
Ward's Spoke Turning Machine,

Universally acknowledged the best and cheapest Spoke Lathe now in use. Orders respectfully solicited.

NELSON FULLER, Pres't of the Company.

July-1857

The Coach-Makers' Great Western Depot.



HUNTER, EDMESTON & CO., IMPORTERS AND MANUFACTURERS OF

SADDLERY HARDWARE, CARRIAGE TRIMMINGS, SADDLE TREES, LEATHER, SPRINGS, AXLES, &c.,

No. 2, Church Building,

Walnut Street, between 3d & 4th, CINCINNATI, OHIO.

Our arrangements are to have daily receipts of new and fashionable goods in every department of our business at very low prices. If Particular attention given to Orders.

CHAS. G. HARMER. JNO. P. HAYS. HENRY HANNAH.

HARMER, HAYS & CO.,

SADDLERY & TRUNK HARDWARE,

HOOP INON, ENGLISH BRIDLES, Kerseys, Patent Leather, &c. NO. 72 BEEKMAN ST., (late 273 Ponel Street.) NE W YORK.

The attention of Coach Hardware and Saddlery Dealers is respectfully called to this Establishment. [May-1857]

Tacks, Gimp-Tacks, Brads, Finishing Nails, Hot Pressed Nuts and Washers.

CHESS, WILSON & CO., 119 Water Street, Pittsburgh, Pa.

MANUFACTURERS OF

TACKS, BRADS,

Sterling & Co.'s Hot Pressed Nuts and Washers.

New Saddlery Hardware and Carriage Trimming House.

M'WHINEY, HARE & CO.,

FOREIGN & DOMESTIC HARDWARE SADDLERY

AND CARRIAGE TRIMMINGS.

No. 135 Wood Street, Pittsburch, Pa.,
WHERE WILL BE FOUND A COMPLETE ASworthent of all Goods used by Coach-Makers and Harness
Makers and Saddlers, which have been purchased direct from
the manufacturors, and selected with great eare as to quality,
which we will sell to cash and prompt time buyers below the
usual market rates. Our arrangements with the manufacturer: anable us to have constantly on hand the newest and
most fishionable Goods in every department of our business,
at yery low prices.

at very low prices.
Particular attention given to orders.

J. Y. M'LAUGHLIN & CO., TANNERS, AND MANUFACTURERS OF

Japanned Grain Skirting, DASH, COLLAR, RAILING, ENAMELED HIDES,

And every description of

FANCY COLORED LEATHER,

Pittsburgh, Pa. N. B. PARTIES VISITING THE CITY by taking a Lawrenceville Cumbus at the corner of Fifth and Marketstreets. Our leather can be seen and orders left with Leych & Mair, 127 Wood street.

[Feb. 1857.

JAMES PIERSON & CO.,

Coach Varnishes,

Railroad Avenue, Cor. Chestnut Street, NEWARK, N. J.

To compete in qualities and prices with Nobles & Houres English Varnishes.

THEO. BOND.

PRICE, BOND & CO., Varnish Copal

MANUFACTURERS,

MANUFACTURERS,

275 Railrond Avenue, Newark, N. J.

OUR SENIOR PARTNER, MR. PRICE, HAS BEEN
Of the well known House of Bigelow & Price, from its
commencement, up to July 1st, 1856, and our Mr. Bond from
the House of D. Price, Fitzgerald & Go.
We therefore flatter ourselves, that from a long experience
in this particular branch of business, we shall be enabled to
give entire satisfaction to purchasers, We would respectfully
call attention to the following list of the most prominent
kinds, but more particularly to our Goach Varnishes, to which
we challenge competition from any and everyquarter, viz:
Elastic, or imitation English Conch-body Varnish, for Railroad Gars, Omnibusses and Goaches;
Wearing Goach-Body,
Hard drying Goach-Body,
Conch-Body,
No. 1 Coach or Carriage,

"9"
White Gopal,

White Gopal,

Damar, Black and Brown Japans, Together with all the varieties of Furniture Varnishes. Newark, Feb 1, 1857.

nenky olngausen, Silver, Erass, and Princes Metal PEATER,

No. 1 Exchange Block, Broad Street,

No. 1 Exchange Block, Broad Street,

COLUMBUS, OHIO,

Would respectfully inform the Public that he is prepared to do all kind of Plating in his line, finished in the best style, and is confident that his work will meet general satisfaction.

Special attention will be devoted to Coach work. Coach irons from any part of the United States conveyed by express or otherwise, to me, will be promptly plated and roturned at a short time. Terms for Goach plating, 6 cts. per Inch.

HENRY OLNHAUSEN.

HERNEY

Blake, Williams & Go., Columbus, Ohio,
E. & H. F. Booth,
Wm. Bauder, Gireleville,
R. Wisslor, Ghillicothe,
John Wilhelm, Wooster.

April-1857

Great Western Bolt Works,

Corner of Western Row and Betts sts., Cincinnati, Ohio.

S. T. J. COLEMAN,

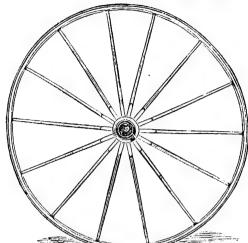
MANUFACTURER OF

COACH AND CARRIAGE BOLTS,

Turned Collars, Machine Bolts, Six Sided Nuts, Pump Bolts, Bridge Bolts, Water Tank Bolts, Joint Bolts, Steamboat Stirrups, Gauge Cock Stems, &c., &c., &c.,

All from the Pure Sweed Iron, and every one guaran-tond [jnn 1857.

The Greatest Improvement of the Age! Important to Carriage-Makers and





PATENTED JULY 1st, 1856, BY

WM. A. ASHE, ASSIGNED TO JOHN C. HAM,

MANUFACTURER OF

Carriages, 358 Broadway, N. Y.

C. IIAM solicits the attention of Manufacturers, J. C. HAM solicits the attention of Landau as well as gentlemen owning Carriages, Buggies,

public.

The superiority of this tire over that in common use will be manifest to the most casual observer, while the manufacturer and amateur cannot fail to appreciate its true merits—the first of which is, that it requires no bolts to fasten the tire to the felloe, leaving that in its full strength, besides being a saving of the

bolts and the time for boring and fitting.

Secondly, the tire having internally a raised bead in the centre, fitting into a groove on the periphery or external surface of the felloe, acts as a key at the sections of the felloe, preventing their wearing or bending. Thirdly, in resetting one of these tires, there being no bolt holes, and none to be made, the wheels or felloes will not, as with the old tire, be weakened with a multiplicity of holes, but as solid as it ever was.

Mr. Ham is ready to make arrangements with Coach Manufacturers for the sale of Town, County and State Rights, for

Ashe's Patent Tire.

John C. Ham is now ready to furnish the iron for the above patent, which comes as low as any good tire iron that is used. He is also prepared to build any kind of Carriage with the above improved wheel tire. The Wheel and Tire will be found at his place of business, where he invites the public to call and examine it. CAUTION.

All persons are cautioned against infringing the above mentioned Patent.

All persons are cautioned against infringing the above mentioned Patent.

Parties purchasing a Right will be furnished in large or small quantities with the Tire Iron stamped "Ashe's Patent, July 1st, 1856, J. C. Ham, Proprieton," at the rate of one hundred dollars per ton. The above engraving will serve to illustrate the application of the tire to the rim. The groove is cut with a Plane or Router, which J. C. Ham will furnish for \$2,00. The following are some of the advantages claimed in this improvement: 1st—Obviating the use of the ordinary number of bolts. 2nd—Preventing the tire from slipping. 3d—Straightening the rim, if crooked. 4th—Time saved in its application. 5th—From \$2 to \$3 saved in every set of wheels to which this tire is applied. 6th—Is lighter and stronger; and 7th—Imparts to the wheel a better appearance.

All iron manufacturers are authorized to roll this iron, so that it can be had with as much facility as that of the ordinary kind. Mr. Ham will sell shop rights at the following low rates, and gives a reasonable terms. We have the manner and upon the most reasonable terms. Harness Trim-

W here	10	hands	are	employed	d,	dans on
4.	90	66				\$125 UU
46						
"	.,,,			••	*****************************	275 00
	4.,				**** .*********************************	
"	50	"		• 6	***************************************	500 00

The fire can be seen on wheels at Mr. Ham's Repository that have been run for over one year, and which will at once show the purchaser that it is what it purports to be, the best improvement of the age, in carriage wheels. Address J. C. Ham, as above.

[July-1957.

J. B. BROMLEY.

C. F. DIBBLE,

B S. PARDEE.

AT IVES STATION, HAMDEN, CONNECTICUT,

(Post Office Address, Mount Carmel, Connecticut,)

MANUFACTURERS OF ALL KINDS OF

CARRIAGE, COACH, AND SADDLERY HARDWARE, BRASS, ELECTRO, CLOSE PLATED, AND JAPANNED.

DEALERS are respectfully invited to call and examine our large and varied assortment of patterns, for nearly every description of Carriage and Harness Mountings, to which we are continually making novel and desirable additions. Among our new goods, we would invite especial attention to our improved styles of Serew Cap and Bridgeport Bands. Also, to our Octagon Front Serew Cap Band, which, while it designedly serves the purpose of a step, is also the most showy and becaufful Coach Band ever invented.

These Bands are not made by any other Establishment.

Orders to any amount filled at short notice, and particular attention given to Packing and Shipping.

Terms and Price Lists sent by mail to Dealers only. All Communications addressed to us as above, will receive instant attention.

[March, 1857.]

Coach Hardware and Trimming Dealers.

JENNINGS'

PORTABLE FOLDING CARRIAGE TOPS,

UNIVERSALLY acknowledged to be the &c., to this important improvement, which was thoroughly tested before being patented and offered to the public.

The surveyierity of this tire even that in company.

We do not wish to be understood as claiming this top applicable to the finest and most costly work that is intended for tops. But we do claim it reason its superiority over the ordinary construction of tops, for plain work, and for all second-hand ve-

A Carriage-Maker having a number of these tops on hand, can furnish a second-hand buggy with one in such a short space of time, as not to detain his customers over half an hour, and when done, he gives him a durable top at half the ordinary cost, and one that retains the very desirable advantage of being shifting or movable, which alone on ordinary tops costs \$10.

Coach-Makers and Dealers will be furnished with these tops, done up in neat packages, wholesale and retail, on the most favorable

€ Address all orders to our "Portable Top Repository," No. 398 Broadway, New York. JENNINGS & JONES, Proprietors.

upon the most reasonable terms. Harness Trimmings, Pole Yokes and Hub Bands of the latest styles and best finish kept constantly on hand and made to order. Orders from Coach-Makers and others respectfully solicited.

Terms-5 ets. per inch for light work; } plate, 4 cts.

Improved CARRIAGE BRAKE.

THE undersigned begs leave to inform the publie, and especially the Carriage and Wagon Makers, that he is now prepared to sell on the most reasonable terms, Shop, Town, County, or State rights, of his improved mode of brakeing Carriages and Wagons. The simplicity and durability of this brake is such as to recommend itself to all those who see it is non-time.

itself to all those who see it in operation.

Address GEORGE HAUCK,

Mechanicsburgh, Cumberland Co., Pa.

P. S.—See Illustration in August number of this Magazine. Aug-1857

I DWARD F. FOLGER.

WM. A. BIRD, JR.

-{Aug. 1857

EDWARD P. FOLGER & CO..

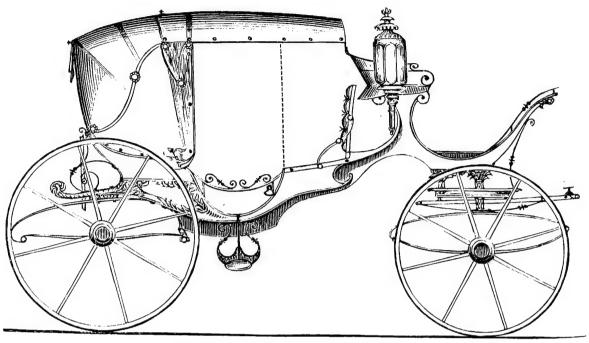
WAOLESALE AND RETAIL DEALERS IN

FOREIGN & DOMESTIC HARDWARE,

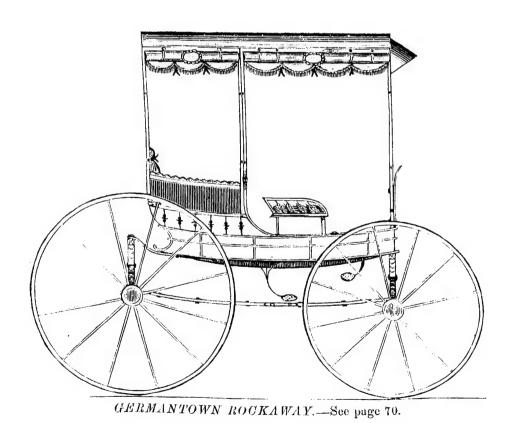
Cutlery, Iron, and Carriage Trimmings, &c., Cor. Pearl and Seneca Streets, Buffalo, N. Y. N. B. A full assortment of the celebrated

ULSTER IRON always on hand.

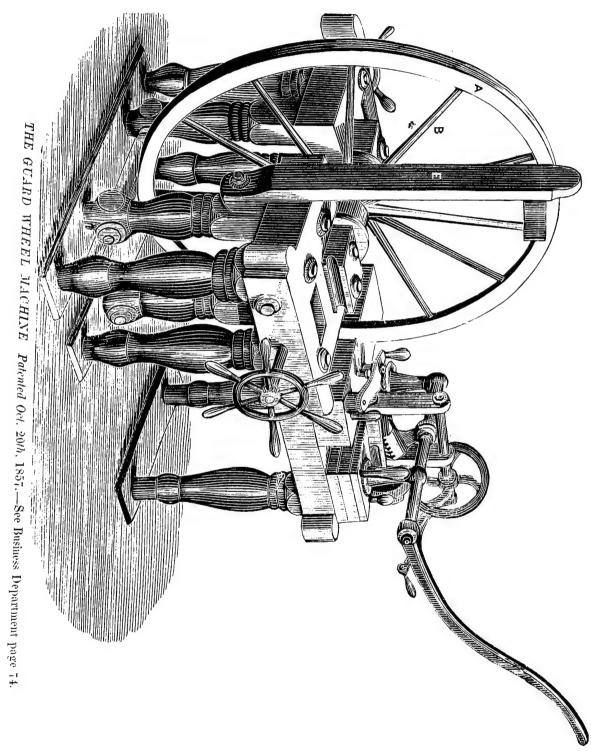
THE COACH-MAKERS' MAGAZINE.---PLATE NO. 33.



IRVING'S CALECHE.—See page 70.



THE COACH-MAKERS' MAGAZINE.--PLATE NO. 34.







THE

COACH-MAKERS' MAGAZINE.

VOL. V.—NO. 5.7

OCTOBER, 1857.

[C. W. SALADEE, Editor and Proprietor.

COMMUNICATIONS.

For the Coach-Makers' Magazine. $\mathbf{M} \in \mathbf{M} \to \mathbf{R} \mathbf{Y}$.

As doth the smooth and radiant face Of the Artist's polished glass, Reflect with faithfulness the light From objects as they pass:

And as each truthful picture there,
Doth vividly remain,
Forming in bright connecting links,
A strong unbroken chain:

Thus on the mirror of the mind,

The scenes of life are cast,

And like a lengthened chain they bind

The present to the past.

For present hours glide swiftly by,
Through all life's varied weather,
But memory grasps them as they fly,
And links them all together.

Yes, faithfully it gathers up
Each day's hope, joy, or sorrow,
That we may calmly sit us down,
And read them o'er to-morrow.

But varied shades of light illume,
The links in memory's chain;
Some cast the rays of joy, and some
The leaden hues of pain.

But small the links and weak their claims, On childhood's careless hours; He's all too busy gathering up Life's dewy morning flowers.

The ardent youth, with visions bright, Of Manhood, Honor, Fame, Casts but a glance at memory's light, The future is his aim.

Proud Manhood's powers the present grasp,
And scenes long past recall;
In his strong arms he gathers up,
And reasons from them all.

But when dim twilight shrouds the mind,
And age comes creeping fast,
Along life's western verge we find
True votaries to the past.

The age dimmed eyes, that scarce reflect
The light of passing hours,
Grow brilliant as they catch the rays
From youth's bright sunny hours.

MEDINA, August 6th, 1857.

B. A. T.

MACHINERY, vs. MANUAL LABOR.

In this utilitarian age, in these times of action when progress seems to be the order of the day, when steam, and even electric fluid are driven to their utmost tension to perform great feats both of strength and fleetness; when labor-saving machinery is part and parcel of every enterprise; in fact, when inventive genius is ready to burst with giant projects to supercede manual labor, the working classes are not without serious apprehension as to the result. They see in this machine, and in that invention, an effectual substitute for their handy workmanship. This is well. Every good citizen is the guardian of his own interest. Every artizan, every mechanic, every laborer, should be the faithful representative of his own profession, trade or calling. He should feel the responsibility of its dignity, of its elevation. He should feel that upon his shoulders rests the burthen of perpetuating that fabric from which he derives supplies to feed and clothe his family, educate his children, and secure himself that place in society which the usefulness of his occupation demands. Would you, then, my fellow laborers, ward off the heavy blow machinery aims at your advancement? Would you seek a safe retreat when the war of progress, speeded on by the power of the elements, is driven through every department of human industry? Would you be prepared to help yourselves when the automaton laborer shall have wrested from your hand the plane, the hammer, the sickle and the plow? You may ask, "What can be done? what can we do but stand aside and gaze in mute surprise, or sit down in listless inaction and mourn the inability of bone and muscle to compete for bread, against the inanimate machine? Can we but quietly yield, while all that remains to us to provide for ourselves and families is wrested from our powerless grasp? or would you have us put forth our puny arm to intercept the progress of the labor-saving machine, and throw ourselves beneath this juggernaut and be crushed by its ponderous wheels?"
Our answer is, no! We would have you do nothing of the sort. But we would have you on the look out, and be prepared for all such innovations; we would have you keep an open ear to the most distant rumbling of the progressive train, and when the shrill notes of the whistle shall give evidence of its near approach, be ready to leap on board, gain the look out, urge on the speed, and be the first to arrive at the station. You should ever aim to be in advance of your calling. Instead of dragging in the dust, dangling at the heels of progressive labor, be able to elevate your profession; elench high the ladder of science, and art, and then your trade or business will sustain you in your elevated position.

Idleness and inaction is the wrong road to fame and fortune. Let those too, who choose to let themselves down from the dignity of mechanical pursuits, into the saddle of a profession, for the purpose of riding to eminence, remember that without the spur of industry to urge on the steed, she will prove a jaded nag, or stop far short of the journey's end. A popular calling, I admit, has raised many a drone to responsible and lucrative stations; but to eminence and usefulness, never. The so called professions are powerful motors, and have done much to raise the working genius to high positions of profit and honor, and from which rich gems of forinsic eloquence, medical science, and moral virtue have descended to adorn and bless mankind. But the professions, powerful though they be, are incompetent, unaided by labor, to elevate the standard of true worth, or the moral dignity of our race. But the true student of nature, mounted on the car of science, is ever progressing. He works with materials designed by the Creator for his ad-

TOO SOLUTION STATES

vancement, and he progresses, step by step, as he becomes more acquainted with the material universe, and more familiar with the laws by which it is governed.

From the Harness-Makers' Journal.

OUR SOUTHERN CORRESPONDENCE.—NO. 1.

work had better never examine it.

ness, and knowing that

"All is but lip-wisdom which wants experience." we could not expect to accomplish much for it unless we had the approbation of good workmen. It is a lamentable fact, that such works as the Harness-Makers' Journal, Coach-Makers' Magazine, &c., &c., are often cast aside for the "milk and water" trash of the day. But this will not long continue, for mechanics are fast taking the place which their occupation and talent demands. Already they occupy high groundefforts to ennoble the mechanic cease, how great must be the path of the sons of labor, elevating their occupation—once deemed somewhat rude and degrading-into a pure and beautiful science, where

"Underneath a rough uncouth disguise, A world of brightest knowledge lies."

PROGRESSIONIST.

Pulaski, Tenn., July 14th, 1857.

JUDGE NOT RASHLY .- Alas! how unreasonable as well as unjust a thing it is for any to censure the infirmities of another, when we see that even good men are not able to dive through the mystery of their own! Be assured there can be but little honesty, without thinking as well as possible of others, and there can be no safety without thinking humbly and distrustfully of ourselves.

of the present, and indulging false hopes of the future.

WHERE ARE THEY?

BY O. K. QUID, JR.

Let us, for a moment, consult the vast records of the book of time, in which are forever stereotyped the events of by-gone "Can't subscribe; no, no, no!" was the nervous answer days, and inquire of its pages: Where are the mighty minds "Can't subscribe; no, no, no, no!" was the nervous answer which we received from a respectable and well known mechanic of Pulaski, this morning. "Can't subscribe; no, no; the work is a good one, no doubt for young beginners, but could do me no good." But, sir," said we, "examine the work for yourself." Examine he did, and the result was—would you believe it?—we obtained his approval, and as good a subscriber robes and kingly diadems; and in forced submission chained to the chariot wheels of their congrueror, that they might grace as your books can show. Believe it? yes, of course, for 'twas to the chariot wheels of their conqueror, that they might grace but the natural consequence which must be the result with his triumphal march back to his own capital? Where are the every mechanic who gives the "Harness-Makers' Journal" a celebrated and renowned orators, who, by the fascinating magic full investigation. Those who do not want to patronize the of their voices, could hold enchanted the listening assemblies of work had better never examine it.

We next called on the go-ahead boss of the other shop—who, by the by, is, like the one spoken of above—a first class workman. After glancing over the pages and noticing the name of the able editor of the "Mechanical Department." whom name of the able editor of the "Mechanical Department," whom he well knew, without a moment's delay—as he usually does a thing quick when he intends to do it—he gave us his a thing quick when he intends to do n—he gave us his ever gone! and the challing winds of centuries have faithing name. So much for our first efforts to obtain subscribers for the "Harness-Makers' Journal." The result of our efforts was also very gratifying, since it established the real worth of the work in our mind. We believed at first sight that the publication was a good one, and very much needed, but we were not a harness-maker—we had no real knowledge of the busiecho answers Where?

> MECHANIC'S WIVES.—Speaking of the middle ranks of life, the solid and best portion of society, a modern writer makes the following excellent remark :-

"There we behold woman in all her glory; not a doll to carry silks and jewels; not a puppet to be flattered by profane adoration; ground far in advance of their old position ten years ago. For reverenced to-day, discarded to-morrow; always jostled out of the this advance they are much indebted to the leading mechanical journals of the day, among which we take pride in naming the "Scietific American," "Plough, Loom and Anvil," and the "Coach-Makers' Magazine." How important is the position ness, not her constancy, to the sex she would exalt; the source occurring by the editors of these and kindred publications. How important is the position and the plant of the sex she would exalt; the source occurring by the editors of these and kindred publications. How important is the position and the properties of the sex she would exalt; the source occurring by the editors of these and kindred publications. How important is the position of the sex she would exalt; the source occurring the editors of these and kindred publications. occupied by the editors of these and kindred publications. How and mirror of vanity; we see her as a wife, partaking the cares great is their responsibility. At this moment all eyes are turned and cheering the anxiety of a husband, dividing his toil by her to them with the deepest solicitude. Should they now fail, all domestic diligence, spreading cheerfulness around him for his must feel that the result would be disastrous. Should their sake, sharing the decent refinements of the world without being vain of them, placing all her joys and her happiness in the man darkness—which, like the broad wing of Ærial—would shadow she loves. As a mother, we find her the affectionate, the arthe bright light which these have thrown across the toil-worn dent instructress of the children whom she has tended from their infancy, training them up to thought and virtue, to picty and benevolence; addressing them as rational beings, and preparing them to become men and women in their turn. mothers' daughters make the best wives in the world."

THE CONSEQUENCES OF DISSIPATION .-- Those who see something charming in being "a buster," and delight in the early fascinations of such draughts of bliss as milk punch, egg-nog, Tom-and-Jerry, port wine sangaree, etc., will think well, and possibly do well, by remembering the following "sad calamities" which attend upon the career of the "hard drinker":—Headaches, sickness at the stomach, empty pockets, debts, quarrels, enemies, disgrace, remorse, idleness, loss of business, and loss of friends, shame, domestic unhappiness, indigestion, poor appetite, base companions, rusty clothes—including shocking bad hats, bursted boots, ventilation stockings, awful shirts, darned We pass our lives in regretting the past, complaining bad vests, threadbare coats and discouraged pantaloons—bad name with the grocer, butcher and milkman.

The following are a few of the many letters we have received from our old friends in reference to changing our place of publication:

LOUISVILLE, Ky., Oct. 4th, 1857.
C. W. SALADEE, Esq.—Dear Sir:—The announcement in the last number of the Magazine, that with No. 1, Vol. V., you would commence the publication of our Journal in either New York, Bridgeport or New Haven, meets with the universal approbation of the craft here. For my part, I am delighted with the change-not that the Magazine will be any better for the mere reason of the change of places for its publication, but methinks the able contributors you will call around you in the "coach kingdom" will give a tone and practicability to the Magazine it never before enjoyed. May you ever succeed in your worthy enterprise is the heartfelt wish of
Your ob't servant,
S. N. T.

Brattleborough, Vt., Oct. 8th, 1857.

Mr. C. W. Saladee-Editor Coach-Makers' Magazine and Harnes-Makers' Journal-Sir :- On receipt of the September number of the Magazine, I am advised of your intention to remove the publication of the same to one of the three eities, viz: New York, Bridgeport, or New Haven. This is a move I highly approve of, and I have every reason to think that the change will not only add thousands to your list, but it will likewise improve the already good character of the Magazine. As an old friend and patron to the Magazine, I claim the right to make a few suggestions relative to your change. First, that you also publish your other periodical, the "Harness-Makers' Journal" in the same city that you publish the "Coach-Makers' Magazine." Second, that you make your residence in the same place. Third, that you conduct the Magazine yourself, as before. This, I am aware, is rather familiar, but I can assure you it is prompted by the right spirit. Why can not these things be? G. W. M. Yours, fraternally,

[Answer. First, the editor of the "Mechanical Departprevent such a change very soon. Again, we are permanently located at Columbus, and as our business must naturally be divided East and West, and as the most important part of it is West, we prefer attending to it ourself. For that reason a residence East would not be desirable. Third, the Magazine will be under the control of a gentleman very much our supe-

zine to Bridgeport. I shall wait impatiently to see the prospectus for Vol. V. I am, dear friend,
Yours, truly,
J. R. M.

For the Coach-Makers' Magazine. Hughesville, Pa., August 27th, 1857.

MR. EDITOR :- Having had access to your Magazine for some time past, I notice you are soliciting communications life. from all parts of the country in respect to the different styles of to be healed by wholesome discipline if the gangrene was not carriages, their case of motion, durability, &c. For fifteen incurable; to be cut away with the knife if the milder treatyears I have been riding in different kinds of vehicles, always ment of the cart-whip failed to be of profit.—Fronde's History making it a point to test their qualities.

I have been using Sprout's combined spring for four years past, having two carriages and a sulky with these springs atached, and concluded I had found the ultimatum for ease and durability. But by adding extra springs, which are made of hickory wood, and on which the seat rests, the ease of motion on passing over rough roads cannot be fully expressed. In regard to durability I need only say that I do not, as a general thing, slacken the speed of my horse for any obstacle that any carriage can surmount, and one year's continual use of this carriage leaves it apparently in much better condition than any other one I have used over the same roads, and for the same length of time.

To physicians and others who are continually traveling, especially over rough roads, I can pledge my honor as a manhaving no interest in this kind of carriage or spring, save the good of the public-that this carriage is the very best, for ease and durability, that has come within my knowledge. Having invented this combination of springs for my own use, and having given them a fair trial, I deem it right to give the public an opportunity of testing the invention.

Respectfully, &c.,
JOHN H. ROTHROCK, M. D.

The following is a sample of the many letters we are receiving from those who are using our Plug Bitts:

CHICAGO, Ill., Sept. 29th, 1857.

Mr. C. W. SALADEE—Dear Sir :—Your package by mail, containing deed for right of use of your "Plug Bitts," accompanied by a set of the same, was received some days ago, and thoroughly tested. It affords me great pleasure to state, that I consider this little implement of as much importance to the body-maker as any other tool he has among his "kit," and one that no journeyman of this class should be without. Making the plugs necessary for one year's work, after the old plan, consumes a great portion of valuable time, and then the thing is uot exactly what is wanted. But with the aid of a set of your bitts, a body-maker can cut a sufficient number of plugs of the ment" of the Journal resides in Cincinnati. That alone would three different sizes, in one hour, to last him six months, and every one of them perfectly true, and just the required taper.

Yours, &c., GEO. WHITEMAN.

ENGLISH LAW AGAINST BEGGARS.—For an able-bodied man to be caught a third time begging, was held a crime deserving death, and the sentence was intended on fit occasions to be excented. The poor man's advantages which I have estimated at so high a rate, were not purchased without drawbacks. He might not change his master at his will or wander from place BRIDGEPORT, Conn., Oct. 1st, 1857. to place. He might not keep his children at his home unless he could answer for their time. If out of employment, prefer-Magazine, in which I notice that you have, after all, seen the great propriety of publishing the Magazine here in the East. I look upon this as another of the "grand steps" towards the perfection of the Magazine. I have talked with a great number of the eraft here, who agree, to a man, to do all in their a second time, his ear was slit, or bored through with a hot power to aid and contribute to the work, if published in either iron. If caught a third time, being thereby proved to be of of the three cities mentioned. But there is a host of your no use upon this earth, but to live on it only to his own hurt friends here who will make a strong effort to bring the Maga- and to that of others, he suffered death as a felon. So the law of England remained for sixty years. First drawn by Henry, it continued unrepealed through the reign of Edward and Mary, subsisting, therefore; with the deliberate approval of both parties between whom the country was divided. Re-considered by Elizabeth, the same law was again formally passed; and it was, therefore, the expressed conviction of English nation that it was better for a man not to live at all than to live a profitless The vagabond was a sore spot upon the commonwealth, of England.

COOK TOND

rior.—ED.]

ment to our old friend, Mr. Rogers, of that city:

THE MANUFACTURE OF CARRIAGES.—Since the owning of a "horse and carriage" has become an almost universal institution all through the country, and in not a few instances consti tutes the point of attainable luxury among our enterprising citizens, a few words respecting their manufacture in this city may be of interest, especially since it has been the fortune of Philadelphia in this, as in many other branches of manufactured articles, to carry off the palm.

First, a few words as to the history of carriages: The rudest sort of wheeled vehicles of conveyance were, probably, among the first of antedeluvian mechanical inventions. Their invention, however, has, by historians, been ascribed to Erich-

thonius, of Athens, in the year 1846, B. C.

This invention can of course not include the "chariot" used by Pharoah in pursuing the Israelites, as this event is said to have occurred about five years prior to the date of the Athenian's invention. In pursuing their history, however, we find that carriages, like many other ancient inventions, either relapsed into extinction, or else took a Rip Van Winkle nap during a series of centuries after their first discovery; for, from the date above named, until the time of Henry II. of Francea period of three thousand years—there is comparatively little said of their use, except as a vehicle of warfare, and conveyance for the nobility. Carriages were known in England, but not the art of making them, A. D., 1555; but not until near the close of the sixteenth century did they come into general use even among persons of the highest rank.

In the reign of Elizabeth, A. D. 1601, a bill was brought into parliament to prevent the effeminacy of men riding in coaches. From the record, it is also evident that the spirit of rivalry, as to who can make the finest show, cut the biggest splash, or take on the loftiest swell in the carriage line, is not of a very modern origin, as we are informed that in the be-ginning of the year 1619, the Earl of Northumberland, after his liberation from the confinement to which he had been subjected for his supposed connection with the Gunpowder Plot, hearing that Buckingham was drawn about with six horses in his coach, the Earl put on eight to his, and in that manner

passed from the Tower through the city.

One of the finest displays of carriages in this country is now made at the new establishment of Wm. D. Rogers, on Chestnut street, above Tenth. This spacious repository of every description of fine carriages, thrown open as it is in front, and at once presenting the highly-finished contents of two floors, really presents a most attractive feature to passing pedestrians. Having recently paid a visit to the immense manufactory connected with this establishment, located at the corner of Sixth and Master streets, we were equally amused, delighted and surprised, at the great mechanical system by which the rough planks and dull iron are converted into the glittering vehicles of luxury and convenience that glide so gracefully along our The lot upon which the factory is built has a front of 127 feet on Sixth street, and a depth clear through to Marshall street, of 178 feet-the main building occupying the southern half of the whole lot, whilst the remaining three sides are severally occupied as lumber sheds, jobbing shops, wheel manufactory, silver-plating establishment, and a packing-house; forming, upon the whole, a large hollow square, sufficiently convenient for turning carriages, &c.

The main building has four stories, which are severally occupied as follows: The first, with the exception of a fifty feet apartment in front is wholly devoted to the smith-work of the establishment. It is supplied with eleven forges, and presents a workmannke appearance in all its details. The second story is similarly divided to the first, the west room—corresponding to the smithing apartment on the ground floor—is occupied in getting up all the body work of the carriages, in which nothing but the most perfectly seasoned material is ever used—

I does the circular work." "What's dat?" "Why, I turns the last the first transfer of the second story is similarly divided to the first, the west room—corresponding a carpenter and joiner." "Ho! I guess yer is. What department? I does the circular work." "What's dat?" "Why, I turns a workmanlike appearance in all its details. The second story the heaviest part of the wood frequently undergoing a season- de grindstone, I does."

The Philadelphia Press gives the following compliling of four years before it is admitted to use. The east room on this floor is occupied by the trimming department, in which the vehicles receive a finishing touch, and are then lowered through a conveniently-arranged and very capacious hatchway. In the third story all the painting and varnishing is done, and as few are probably aware of the amount of labor necessary to produce the durable and mirror-like polish which so peculiarly distinguish the carriages of Philadelphia manufacture, we may state that after the woodwork is finished, it passes into the painters' apartment, and receives, as a preparatory process, eight coats of ochre and lead, after which it is left to dry three weeks, when, if the weather has not been too damp, it becomes ready for rubbing.

This process, which is performed by a preparation of pumice stone, is the work of four days' hard labor of one man for the body of every ordinary sized carriage. This rubbing is followed by six coats of lead, and whatever color is preferred; after which the application of four coats of varnish completes the labor of the painter's apartment, when it is ready for the

trimming room already noticed.

The fourth story is the jobbing room, in which vehicles are

repaired, finished wood work stored away, &c.

Owing to the ever varied and constantly changing style of work required to be got up, the steam engine is not employed in this establishment. The carriage parts and wheel-making department is interesting on account of its ingenious machinery. The silver-plating shop, where thin sheets of fine silver are so ingeniously attached to the polished parts of iron, as to require the closest inspection to distinguish them from solid silver, is also an interesting process. As the work of Mr. Rogers' factory is principally for orders of gentlemen in this city, and throughout the South and West-even to C. La, New Orleans, Santa Fe and St. Louis-he employs non but the best workmen, to the almost entire exclusion of apprentices. many, also, it may be news to know that in the department of carriage manufacturing there are no less than five different branches, requiring separate apprenticeships: These are body-making, blacksmithing, painting, wheel and carriage parts, and trimming.

Of the business of this establishment, we learn that \$60,000 are expended annually for the bare materials; that an average of one hundred and eight hands are employed the year round, at an aggregate cost of wages of \$50,000 annually, and that

the amount of carriages sold is about \$125,000.

The reader will probably be surprised to learn that, with all this investment of capital and employment of hands, there are not quite four hundred carriages produced in a year, which is no doubt attributable to the fact, that the propietor aims rather at durableness of quality than rapidity of execution-four months being the usual time allotted for the manufacture of a carriage. The description of work produced is almost everything, from the merest "grasshopper" skeleton of a race-course sulky to a gentleman's private carriage of the largest size, ranging in prices as high as \$1,400 apiece. The building is supplied with buckets filled with water all through it, to be used in case of fire. A watchman is stationed on the premises every night, who rings the bell on the roof every hour; and as a still further preventative against fire, there are no chips, shavings, or sawdust allowed to accumulate-the entire building being cleanly swept every evening in all its parts."

"Shall we take a 'buss' up Broadway?" said a young New Yorker who was showing his country cousin the wonders of the city. "O dear, no!" said the frightened girl, "I would not do that in the streets."

C. (3.6)



We copy the following historical item, respecting the introduction of pleasure vehicles in Connecticut, from Mr. Goodrich's work, entitled "Recollections of a Lifetime:"

"In the year 1800, there was but a single "chaise" in Ridgefield, and that belonged to Colonel Bradley, one of the why, let it come, only be ready to receive it. Things cannot principal citizens of the place. It was without top, and had a always run smoothly on; the sun won't always shine bright, pair of wide spreading assinine ears. That multitudinous generalion of traveling, so universal and so convenient now-such as top wagons, four-wheeled chaises, tilburies, dearborns, &c., was totally unknown. Even if these things had been invented, tones of a mournful cadence; the muscles will often refuse to the roads would searcely have permitted the use of them. Physicians who had occasion to go from town to town, went on horseback, and clergymen, except perhaps, Bishop Seabury, who rode in a coach, traveled in the same way.

I have said that in the year 1800 there was but a single melancholy. "chaise" in Ridgefield, and this was brought from New Haven. There was not, I imagine, a coach or any kind of pleasure vehicle—that crazy old "chaise" excepted—in the county of Fairfield, out of the two half-shire towns. Such things, indeed, but still, like one who is chained to hope, he is ever looking were known in New York, Boston, and Philadelphia-for up with a smiling countenance, thus declaring to the world that already the government had laid a tax on pleasure vehicles, but a man can smile while battling with misfortune, and its manithey were comparatively few in number, and were mostly imfold preying evils. What a glorious looking picture is such a ported. In 1798 there was but one public back in New Haven, man ! Ill-luck cannot, with all its mighty influence, crush his and but one coach; the latter belonging to P. Edwards, Esq., spirit; for he, true, noble man, is prepared to meet the reverses being a large four-wheeled vehicle for two persons, called a "chariot." In the smaller towns there were no pleasure vehicles in use throughout New England. What an old fogy the multitude, and like a firm warrior, wages war with them, crushworld was then !

About this time there came to our village a man named Jessie J. Skellinger, an Englishman, and chaise-maker by trade. My father engaged him to build him a chaise. A bench was set up in our barn, and certain trees of oak and ash were cut in our neighboring woods. These were sawed and seasoned, and afterwards shaped into wheels, shafts, &c. Thos. Hawley, half blacksmith and half wheelwright, was duly initiated, and he cunningly wrought the iron necessary for the work. In five months the chaise was finished, with a standing top— What a gaze was greatly to the admiration of our family. there, my countrymen, as this vehicle went through Ridgefield street upon its first expedition. This was the beginning of the chaise manufactory in Ridgefield, which has since been a source of large revenue to the town. Skellinger was engaged by Elijah Hawley, who had formerly done something as a wagonmaker, and thus in due time an establishment was founded which for many years was noted for the beauty and excellency of its pleasure vehicles.

The origin of local and special kinds of industry is often hidden in mystery. It would be difficult to tell who began the manufactury of needles at Redditch, ribbons at St. Etienne, or matches at Geneva; but it is certain that our chaise, built in ifested in all his sketchings are worthy of special notice. Of our barn, was the commencement of the Ridgefield carriage this beautiful design he says: manufactory, which greatly flourished for a time, and gave rise to other branches of mechanical industry, which still contribute to the prosperity of the place.

HOW TALL GEORGIANS ARE FED.—In Bulloch County, Ga., a lady has six sons, each of whom is 6 feet 43 inches tall. She says the way she drew them out so was by feeding them on legs be made to look extremely light, but to suit the taste of some, of Shanghai chickens. A hint for our short friends.

Many a man imagines every little matter that affects himself, of great importance to the world. Every rumbling of his own bowels he fancies an earthquake.

"Charley," said a father to his son, while they were working at a saw-mill, "what possesses you to associate with such girls as you do? When I was of your age I could always go with the first cut." "The first cut," said the son, as he assisted the old man in rolling over a log, "is always a slab." entirely original in its arrangement.

A SKETCH.

Well, "there's no use in talking." Things won't always go right, and a man might as well be prepared for adversities as anything else. Why, what's the use of blowing and puffing, and wrangling about ill-luck all the time. If the ill-luck comes, and the smiles of life will not always be upon the face. spirits will not always be cheerful; the heart will often hang heavy in the breast, and its beatings will be like the solemn do their work in a vigorous manner, and the eyes filled with dullness will look down to earth, with their sight almost clouded by rising tears. How sad a picture is man, then! all sorrow, all darkness; no joy, no sunshine; nothing but a picture of

But here is a man who is assailed with the heavy blows of misfortune, and all of the ills which flesh is heir to. Adversity, with all its heavy burden of woes is fast crowding around him; and unfavorable turns of fortune. Look at him. stands surrounded with a legion of adversities, laughing at the ing them and causing them to fly in every convenient direction.

How noble is man, when he is seen like a true brave, spreading havoe and dismay among his assailing woes; how exalted does he then appear! But it is a sad sight to see man hang his head and refuse to smile when misfortune battles with him; when the worst side of life is presented to his view. If man would only be prepared for misfortune, then indeed might he smile above the woes and sorrows of adversity.

EXPLANATIONS OF THE DRAWINGS.

PLATE 33-IRVING'S LIGHT CITY CALECHE.

One of the finest and most original designs we have ever seen for a light city Calcehe, is the one contributed to this number of the Magazine, by our old friend, Mr. Joseph Irving, of Bridgeport, Conn. This gentleman is a body-maker of rare skill and ingenuity, and one of the most complete and scientific carriage draftsmen in this country, as his drawings amply show. The originality, peculiar good taste and correct proportions man-

Mr. Saladee—Dear Sir: The enclosed is an original design for a light City Caleehe, which can be made a very comfortable close carriage, by an addition of front, cover and side curtains. The top irons can be very simply attached to the back of the seat rail by making lugs to the latter sufficient for the irons to drop through and take a nut. The body can the carving can be dispensed with, and panneled up instead.

You must excuse me if I find a little fault with your engraver. As a general thing, the foot board on our high front engravings, have a rather stiff appearance. J. IRVING. Yours.

GERMANTOWN ROCKAWAY.

This drawing is another original design of our worthy friend

C.G. (27.00)



EDITOR'S TABLE.

OCTOBER

RELIGION, KNOWLEDGE, AND BUSINESS.

"A man," says Mr. Freedly, "who desires to make a wise dission of the other."

sees life only through the windows of his study, knows nothing the United States. of the trial, or danger, or temptation. He may be a swindler, or a forger, or a murderer like Webster, and never suspect it. But no man can spend many years in business without developing his character, to his own conscience at least, if not to wise or safe but he that is honest; when they perceive clearly the knowledge of the world. If he is a man of weak wit, he that virtue and knowledge will improve their chances of success will become a habitual liar; if a man of lax moral principle, in this life, and promote their present as well as future happihe will become a rogue, and consequently a bankrupt. If his ness, they will not neglect the acquisition of knowledge, or delay strength of his principles, or improve his moral nature by wholesome discipline, embark in trade. Let him who considwho is firmly convinced from study and reflection, that business that it is unfavorable to moral growth. Life is a probation, to individual cases as they arise. It is a proof that preachers should preach a practical religion, and teachers teach a practical knowledge.

The social progress of mankind and physical improvement companion of human advancement and civilization."

of the world, are entirely dependent on the accurate discovery and universal dissemination of those principles that make industry productive and business successful. The steam engine has been called a democrat. We would call it a radical reformer. It is destined to achieve as grand results in the moral and poposition of his time, should so regulate it as to give each of litical world as it has in the material—to annihilate evils as it these great sources of happiness-Religion, Knowledge and has annihilated distance. There is no great social evil that we Business-its proportionate share of his attention and not allow can think of, that will not disappear when the laws that make his mind to become absorbed in any one of them to the exclu-industry most productive are understood and applied to practice. The condition of the poor in our large cities, none can reflect It is a union that is eminently practicable, and the result will upon without sorrow. But are there not millions of acres of be happiness. The idea that an energetic devotion to business uncultivated land in the globe? Are there not hundreds of in its time and place, is incompatible with a high degree of thousands of farmers who would be richer men if they employed moral culture or intellectual ability, is entirely erroneous. On more labor? Circulate, then, a knowledge of the true princithe contrary, a man must possess great strength of moral prin- ples of business; convince farmers that labor will and must pay, ciple, and an enlarged intellect, to carry on an extensive and soon the demand for labor will be greater than the supply. business with a reasonable hope of success. Business is, in There will be agents in all the large cities, whose business it truth, a test of virtue, a firey furnace to principle. He who will be to procure laborers for the country. One-tenth of the passes his days in studious case, holding converse with the additional income that men might have, if they were wise in spirits of the great dead, or meditating on abstract truths, and their business pursuits, would support all the unfortunate in

Our main reliance in the moral progress of mankind, is found in those means which aim at the elevation of the business character. When men discover the great truth, that no man is conscience tells him that he is still a man of moral uprightness, the practice of virtue. There is an identity of interest; a muhe need fear no other trial. Let him who desires to test the tual dependence; an intimate relationship between all things that are good, and business prepares the way for the favorable reception of truth—as Truth, Virtue and Knowledge are the ers himself a skilful arbitrator or adjusticator of nice questions best friends of business. Idleness is a fee to virtue, and busiin morals or metaphysics, place himself in a position where, ness conquers idleness. Poverty is an evil, but, in the house every day of his life, he must adjust those in which he himself of the industrious man, "want may look in, but dare not enter." is an interested party. Let him who thinks himself a proficient Charity is a virtue, and business gives the means as well as the in moral or mental arithmetic, try calculating a problem in disposition to be charitable. Public spirit is a virtue, and it which his liberty, his home, his fortune is involved. Let him flourishes best where trade is most respected. Honesty is a virtue, and the more nations are commercial, the more honest does not call for intellectual ability, that "any fool can get they are in their dealings. Patriotism is a virtue, and it exists money," embark his all in some credit business; and if he does in its purest vigor where men are free to get property, and where not pray, before the fourth of November, that whole hecatombs laws protect property. War is an evil; it is the same "manof dead authors may bury him from the sight of living men, we slaying, blood-polluted city-smiting god" now as in the days will reconsider our opinion. That trade is a severe trial to of Hamer; and we believe the genius of commerce alone can virtue-too severe for the endurance of all men-is no proof effectually stay the ravages of the sword. Commerce, an important branch of business, extends civilization, equalizes the and business may be designed as a means of perfecting the comforts of life in all parts of the globe, circulates valuable moral nature, but it is a proof that science and religion should discoveries in the arts and sciences, and stimulates invention. come down from their "starry heights," and aid the poor sons It is favorable to establishments of learning and religion, and of toil in their daily trials—that wisdom should make known everywhere it is identified with improvement—improvement in not general principles merely, but rules that will be applicable mind and manners—"improvement in arts and letters—improvement in knowledge, in morals, in legislation, in laws, in liberty; and in all improvement it has led more than it has followed; it has been the pioneer much more than the fellow and



but, at the same time, we hold that individual wealth is a re- where the provision of primary instruction is most abundant. ward too uncertain of attainment to be made an object of pri- In Boston, where the population is over eighty thousand, and mary consideration. No one who has become very rich can the primary and grammar schools are sufficient to accommosay, in strict truth, that he "made his own money," for no other date every applicant for admission without delay, the High man for doing exactly as he did, will arrive at the same goal. Wealth may be compared to those birds that smell the hunter being the whole number of qualified candidates offered for adafar off, and fly from his approach, while sometimes an ordinary mission. traveler may knock them down with his cane. The first great step in life is to form rational ideas of happiness-ideas worthy of immortal beings. We have the lamp of the world's experi- School who were qualified for the higher studies at the time of ence and the Book of Wisdom to guide us, and we need not err. their examination, have been admitted. We believe that the Independence is certainly attainable by adhering to the laws of number of scholars who will leave the school every year to trade; a reasonable degree of happiness is attainable by the enter upon the active business of life, will always be found right management of business; but all that can be done by any equal to those who shall be qualified for admission, and shall one towards acquiring wealth, is to place himself in the way of favorable junctures, and make himself ready for their approach; to descry opportunities at a distance, and keep his eye steadily upon them, watch all the motions that make towards them-and when the time comes, to lay fast hold, and never let go; and, secondly, not to turn aside the favorable train of circumstances that may have been laid for him, by his own wilfulness, imprudence, or unskillfulness. All that can be done by books, and it is all that need be done, is to aid the judgment in distinguishing appearances, and to collect together those principles length. The High School furnishes to the future mechanic which have generally resulted in good fortune, and those which precisely the liberal kind of instruction which will be most have led to ruin. A moderate desire of gain is indispensable available to him in his trade; and in some instances, give mito the coolness of judgment which can decide upon the proba- nute practical information directly applicable to the arts; as bility of events or appreciate principles. And he who thus con- for example, in the mathematical and drawing lessons, and the sults his true happiness will find favor in the sight of his Creator, who delights in the happiness of his creatures; will be losophy, and Natural History; other parts of the course of inpreserved from many dangers and temptations; and will probably find that those means which he has taken to promote or secure his happiness, have at the same time contributed to his worldly prosperity.

MEANS OF INTELLECTUAL CULTURE ACCES-SIBLE TO THE MECHANIC.

Supposing that the reasons why an American mechanic should be well educated are sufficiently established; we propose considering the means which are at his disposal, or may be brought within his reach.

1. Of course the first and most important means of intellectual cultivation are the schools; and those to the improvement of which the efforts of mechanics as a body, can be most serviceably directed, are the public schools. Wherever a system of public schools exists, it is the interest of the mechanic, in common with all other citizens, to aid in rendering it as perfect as possible. We believe that it is essential to the perfection of a system of public schools, that not only elementary instruction should be dispensed to the children of all citizens who require it, but that schools of a higher order should be *Philadelphia

But it is needless to defend industrial pursuits from the at-placed within the reach of all pupils whose parents may wish tacks of the censorious or enlarge upon the benefits they have to obtain the advantages of higher instruction for their offspring. conferred upon society. We have full faith in the truth of the Experience shows that it is not a difficult matter to create a popular notion that poverty is an evil, and wealth a blessing; supply of this higher instruction equal to the demand, even School for twenty years has averaged only ninety pupils; this

> In Philadelphia the supply has certainly been hitherto equal to the demand, as all applicants for admission to the High present them for examination. The advantages resulting from High Schools are not confined to the pupils who receive instruction at those schools. The stimulus afforded by the hope of attaining admission to them, acts upon all the other schools, producing greater exertion, and more rapid progress in learning. In fact, the whole system is not only improved, but greatly extended by the existence of higher classes of schools. This is apparent in this city,* where a greater number of primary and grammar schools have been created since the erection of the High School, than at any previous period of the same lessons, lectures and experiments on Chemistry, Natural Phistruction, as the training in logic, rhetoric and composition. have more direct reference to the pupil's future position in the community as a citizen, a public officer, a parent or a teacher. Such institutions it is the interest of every man to sustain; of the rich, who do not avail themselves of this advantage for their own children, equally with those who are not rich, and therefore need their aid. In fact, the laws which distribute property equally among heirs, render it probable that the grand-children. or great grand-children of the richest man in any of our communities will become pupils in the public schools. It is, therefore, the rich man's interest to pay heavy taxes, if need be, in order that the public schools may be made perfect.

2. The inheritance which he will thus transmit to his posterity, will last long after his wealth shall have been scattered to the winds. We pass with reluctance from this interesting part of the subject, to the next means of intellectual improvement for the mechanic, viz: the Mechanics' Institute. Any youth who has been taught to read and write, may derive advantages from the lectures, experiments and library of the Mechanics' Institute; and the system of operations in these ad-

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mirable institutions is so liberally expanded, that the most accomplished scholar may also increase the amount of his pracment which they afford.

most available means which the young man who is determined nicest care and the utmost patience. A long and mixed up to instruct himself can employ, are the library and the appara- document from a borrowing patron (?) of this work came to tus which are immediately at his own disposal-under his own hand a day or two since, in which sundry matters are broached, roof-in his own apartment. The great secret of self-improve- which we cannot take the responsibility of publishing under ment is to dedicate a portion of each day to private study. an abbreviated cognomen, and which, as an outsider, he had Consult the biographies of a long line of self-taught men who better not mix into; as in a three-cornered fight the third party have advanced seience and the arts by their individual exer-generally comes off with all the blows, and but few of the honors tions, and you will find in most instances, that the brilliant dis- of war-our advice, free gratis. Yet we find in his article covery which astonished the world was the result of private many highly commendable reflections, among which, is the folstudy and unassisted experiment. You will find, also, that the lowing just tribute, which we cheerfully place to his credit, hohour redeemed from ordinary business, and consecrated to some ping to hear from him often upon legitimate topics: favorite scientific inquiry, was the great discoverer's choicest recreation, the delight of the day, the great reward of many la-chanics of the present day, that they are making rapid strides bors and cares. We all have our favorite enjoyments, apart from our daily labor, while one man reads for recreation, another plays the flute or takes a ride, or sketches a landscape, or talks this state of things, one only of which I will take time to notice, politics, or tells stories to his children. All these amusements are excellent and refreshing in their season-all are looked forward to with pleasure; but a sweeter recreation than any sure its ultimate triumph. Many of the mechanical branches of these awaits the man who is at once a hard worker and a devotee of science. Often in the course of a busy day, do his thoughts bound forward to the happy moment when he shall enter the sanctuary of his own study, leaving his toils and the fairest and most gifted of America's noble daughters are care behind, and "the world forgetting, by the world forgot," freely supplying the literary department with "gems of thought" shall busy himself in his favorite pursuits, studying, experi-from such a fountain and not feel the heart expanding outward menting, calculating, till his brain is weary with pleasurable ex- and upward. citement, and tired nature claims the right of repose. In order to profit by study, it is not absolutely necessary, but it is certainly very convenient and agreeable to have a place, a room. be it ever so small or poorly furnished, which the student, the self-instructor, may call his own-his castle-his sanctuary. Here he treasures up his little library of books, few perhaps, but choice and well beloved. Here he has his desk, papers, and his collection of curious or useful things, each fraught with associations, each the occasion of a lesson to himself. The mountain, towering to the skies—the cataract—the deep cavern, or the broad prairie, where the wonderful gem was found; fond enthusiast, though the fever of thy brain, like "mirage,

A TRIBUTE TO OUR LADY CONTRIBUTORS.

It is justly remarked, that "the bee can gather honey from tical knowledge by having recourse to the means of improve-the most bitter herbs;" so the presiding genius of the sanctum must cull from the many documents that strew his table the 3. But the best of all instruction is self-instruction, and the flowers of intellect and the offerings of mind; selecting with the

> It is a praiseworthy trait in the mein their literary attainments, as well as in the artistic taste and skill displayed in their mechanical productions. There are doubtless many influences which have combined to bring about and that is woman's influence. When woman-God's last, best gift to man-takes an interest in the advancement and success of any enterprise or undertaking, it is sufficient to inare now favored with publications of some kind or other, devoted mainly to the advancement of the interests of their particular branch, and while to the "lords of creation" is left principally the labor of attending to the mechanical department, of such rare beauty and briliancy, that it is impossible to drink (signed) FRANK.

THE "RADICAL,"

Moralists may preach, and reformers may dream of the great things that are to happen in the far off future, when boys are to be men, and men are to be sages, yet the busy world jogs on, and human nature makes slow strides towards that "good time coming," so long expected.

Yet the instinctive promptings that moves humanity to hope for so glorious a consummation, speaks from its soul oracle with prophetic voice. When this monitor points its staff to some object in the dim future, the latent germ within, impressing itself mineral, which is but a common pebble to the visitor who comes in to look at his cabinet, has a magic power in it for the colto unfold to the shadowy end. Thus the hope of the world is lector himself. It brings back to his recollection the glorious to amount to the spirit of prophecy; yet as an operative principle in the age of a man or of a nation, it is a myth. But cease not to dream, wonderful by the power of association which it has over the snound pring distant the parched traveler, ye should see fountains spring from the should bring distant cities within hailing distance, though, like mind of its finder. The well worn volume, which is mere pa-burning sand, for the illusion is a matter of distance, but not a per and print to another, is a precious treasure to him, who has wonted course, yet the miniature world of the dreamer's crealearnt from it the great laws of nature, the lore of antiquity, wonted course, yet the miniature world of the dreamed to his learnt from it the great laws of nature, the lore of antiquity, tion is his castle of defence—his genii, which responds to his or the sweets of poetry. Every article in this retreat of studi- call, and duplicates his wishes. He, too, is the great locomotive ous leisure has a value to the owner, as it is connected with the of society, which draws the world's conservative train—"the development of his higher faculties. Every article is praised, living lamb of his kindred earth"—onward and upward; a for having been in its turn, the instrument of self-cultivation. comet whose eccentric wanderings creates a diversion among It would occupy too much time to enter here into a detailed sober, monotonous planets, ever watched with curious interest, review of the various means of self-cultivation to which the and consumes itself by its own blaze. Such is radicalism, the student may have recourse in the retirement of his own room. kindling fire of genius.

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BUSINESS DEPARTMENT.

THE GUARD WHEEL MACHINE.

In this number we give an illustration of a very simple, complete and practical machine for the manufacture of wheels. Its cheapness and great simplicity, together with its combination of all the different classes of machinery necessary for the construction of a wheel, must certainly bring this labor-saving device into general and extensive use.

In the first place the machine is so compact that it requires no more room in a shop than an ordinary work bench. Its di-6 inches, and about 3 feet high. The power in a hand machine is applied without the use of a large wheel and belt as in an ordinary hand power machines of a similar character; hence the desirable advantage of its being so extremely compact, and of requiring such a limited space of shop room. Again, its construction and the peculiar principle upon which it operates, is of such a character that its durability is almost perpetual. In the next place, its economy in the saving of time and labor is worthy the consideration of every carriage and wagon-maker engaged in the business. For example, one man, by the aid of this machine, with but moderate working, can bore and mortise three sets of hubs, drive the spokes, (which is done without taking the hub out of the position in which it was bored and mortised,) bore on the tenons for the rim, bore the rims for the said tenons, and put on the rims in one day, on the hand machine. Thus it will be seen that one man on this machine can do the work of three in the ordinary way; and that is not all, but the work done by the machine will be more perfect than that done by hand. As regards the economy in the manufacture of wheels by the use of this machine, we see from the above, that the carriage-maker can have his wheels put together for one-third the money that he pays' for the same work, without it. Hence, its adaptation to his work, with great economy and consequent profit, is no longer a question of doubt. Therefore, every earriage and wagon-maker who is true to his own interest will not hesitate a moment to introduce it into his shop.

One of the hand machines is now in the factory of Messrs Blake & Williams, of this city, and where we had the pleasure of seeing it in practical form; and from our inspection of it and the complimentary manner in which our old friend, Mr. Blake, expressed himself, after having tried it, we cannot see how any possible objection can be offered against it.

The machine is so arranged and constructed, that any kind of wheel, from the lightest sulky or trotting-wagon wheel to the heaviest wagon or eart wheel, can be made upon it with equal. advantage and economy. The power machine will do the work of four men.

wheels, will cost from \$700 to \$1000; but this machine, which will find the gentlemanly proprietor of the "right stripe." Peris a combination of all wheel machinery, will be furnished at sons going to the city will do well to drop in and examine their the following low prices, viz:

The Hand Power Machine, \$100 00 to bore by power " and mortise on the same by hand, \$100 00 These machines will bore and mortise the hub, drive the spokes, bore the tenons, bore the rims and put them on,

The power machine, with attachments to accomplish the following work, will be furnished for \$240, viz: turn, bore and mortise the hub, drive the spokes, cut the tenons on both ends, bore the rims, dress out the inside and outside of sawed fellies, dressing off the rim of the wheel after it is on. Thus, with the exception of turning the spokes and getting out the mensions being 5 feet 8 inches in length; width, about 2 feet rims and fellies, all the machinery necessary to make and complete four sets of wheels per day, is offered at the trifling sum of \$240. And what is more, the machine is guaranteed to perform all that is specified, and if it does not, the parties ordering are not compelled to keep it.

 Λ power machine to do the same work that is done on the hand machine, is furnished for \$135. The hand machine combines six operations, which in the ordinary mode of making wheels by machinery, requires the same number of different machines. The power machine, with all its attachments, combines nine operations.

Mr. Adam Lucup, of this city, who has just completed large and commodious works for the manufacture of spokes, hubs, wheels, &c., has ordered one of these power machines.

Either the hand or the power machine is equally well adapted to all kinds of mortising, so much so as those made expressly and exclusively for such work. From what we have seen and know of this great improvement, we consider it one of the best and most valuable patents ever issued from our patent office.

Mr. C. II. Guard, the inventor and manufacturer, has spent over six years, and an extravagant sum of money to bring his machine to perfection, and, after a tedious struggle, he now offers to our fraternity a machine that applies directly to the wants of every carriage and wagon-maker in the business. We can assure our friends that there is not the slightest deception in this improvement, but that it is one that will sustain the character specified, to the very letter.

The factory of Mr. Guard is situated in Burlington, Vt., where he turns out from twelve to twenty of these machines per week. Persons ordering from a distance, can depend upon having their orders attended to the same week they are received at the factory. We hope to see this worthy mechanic and inventor extensively patronized by the craft.

For further particulars, address J. C. Guard, Burlington, Vermont.

F. S. Driscoll & Co., 49 Bowery, N. Y., have on hand a large and well selected stock of every variety of Carriage Hardware and Trimmings, which is offered to their customers at low rates, and on the most favorable terms. This is com-The ordinary machinery necessary for the manufacture of paratively a new house, and those of the eraft dealing with it,

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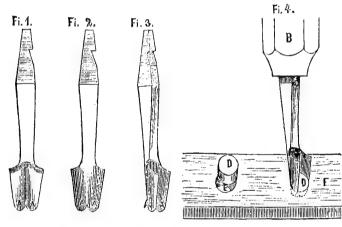
ular party. First, because the journeyman who resides Ohio. at a great distance finds it inconvenient to send for them, and in case he should break one and should want it remany contend that if they had one set, and should break one than to send to head quarters, by having the "carriage ironer"

Our prices will be as follows: For one "personal right" and 1 set of bitts, \$5. Where three rights and bitts are taken in the same shop, \$12.

to be made, his own bitts, after having the first set.

The following is the form of the deed:

SALADEE'S PLUG BITT.



KNOW ALL MEN, That I, CYRUS W. SALADEE, of Columbus, Ohio, did obtain LETTERS PATENT, of the United cutting out CYLINDRICAL BLOCKS OF WOOD, bearing date May 23d, 1857, for the term of fourteen years.

NOW THIS INDENTURE WITNESSETH, That for and in consideration of the sum of \$5, paid to me by S. W. Seman, of hereby acknowledged,) I do hereby sell to said Seman the RIGHT of the use of my Plug Bitt, together with one set of the same, to the full end of the term for which Letters Patent were be made, the Bitts for his own personal consumption; but in no case is he allowed to make and sell, or cause the same to be done to any person whatsoever, as this Right is granted for his personal use only; and which Right he shall enjoy in any part of the United States.

In witness whereof, I have hereunto set my hand this 1st day of October, 1857. C. W. SALADEE. Per ALEX. ARMSTRONG, Agent.

Deeds and Bitts sent in neat packages by mail to any either of his partners. part of she United States or Canadas free of postage.

Cutters" from the manufacturers. The set consists of three to him by the craft will be cheerfully reciprocated by us.

The following is the manner in which our "Plug Cut-pieces—one bit to cut 3 plugs; second size, 1 inch, and the ter" will will be disposed of. There are hundreds of journey-size for 5 inch. These bitts are finished off in the most sumen who object to the idea of being compelled to purchase perb manner possible, and are made by the best bitt manufacthese bitts at one particular place, or from one partic-turers in this country-Messrs. Watrons & Co., Ravenna,

THE "CHICAGO COUPLING."—Hundreds of our subscribers paired immediately, could not do so. And in the next place, have been writing us concerning a patent coupling which many of them refer to under the above cognomen, and desire of us they could replace it with less expense in a much shorter time to publish something respecting it in the Magazine, and express our opinion. We should be happy to comply with the repeated to make a substitute out of some old centre, or auger bitt. In requests of our friends, but as we are not sufficiently acquainted consequence of this we shall adopt the plan given below, and with its character or mode of operations, we must decline, for then each and every man having the right can make, or cause the present, to make the kind of notice requested.

> Will some of our friends at Chicago give us a description of this improvement? By the way, the "Chicago Hub" is likewise making considerable noise in the "carriage circles." Having never seen this improvement, in a practical shape, nor even a sketch of it, we would suggest to the inventor that it would be no detriment to his interest to send a model of his hub to

> Some of our friends in the West, and in parts of Canada, request of us to state through the Magazine whether there is any regular Coach Hardware and Trimming House in this city; if so, what is the character and address. We can only say that there is such a house in Chicago, and one of considerable note, but the name of the establishment we have forgotten. However, we are under the impression that one of the partners is a Mr. Yoc.

> Any information that our friends of Chicago will impart to us respecting the inquiries above made, will be duly reciprocated by us.

Our old friends, Royer, Simonton & Co., of the Queen City," are brushing along bravely, notwithstanding States, for a new and improved Plug Bitt for the purpose of the "hard times" that is now spreading its dark mantle over our country. The fact that their orders from every quarter of the Union, even now, justifies them to run through the coming winter their full complement of hands and machinery, is a strong Philadelphia, State of Pennsylvania, (the receipt of which is evidence of the great popularity these industrious and enterprising men have acquired in their particular business. Their new wheel shop now presents a most "busy time of industry;" granted, together with the privelege of making or causing to wheels are being turned out as if by magic—so perfect and well adapted is the multiplicity of machinery they call into requisition for their manufacture.

> Their bending factory is no less a place of "novel industry." We promise any stranger a rare treat who will call upon Mr. Royer at the Factory and have him "show him through." And what is more, he will feel none the worse for having made the acquaintance of "so much the gentleman" as Mr. Royer or

Mr. Alexander Armstrong is appointed to act in We have just received a heavy lot of our "Plug the capacity of traveling agent for us. Any courtesies extended



NOTICE.

States on the receipt of \$1, and 20 ets. in stamps to prepay postage.



It will be seen we have reduced the price of this cut. present facilities for stereotyping are such, that we feel justified in putting these fine engravings at this reduced rate, and thus put into the hands of every coach-maker a cheap illustration for his newspaper advertisements.

THE GREAT EASTERN DEPOT OF CARRIAGE TRIM-MINGS, No. 29 ORANGE ST., NEW HAVEN, CONN., is rapidly progressing, and enlarging its already extensive business. The proprietors, Messrs. C. Cowles & Co., have erected and just fairly completed a large four story brick building in connection with the one previously occupied, the whole of which is being used exclusively for the manufacture and sale of all the various kinds and varieties of Carriage Trimmings that the trade can possibly desire.

Any person going East for the purpose of purchasing ear riage stock, will not do the best that can be done, if they fail to visit this mammoth concern. The facilities these parties have for the manufacture of the greater part of the goods they sell, are novel, and will be a very interesting exhibition of "Yankeedom" to all of our Western and Southern carriagemakers who may chance that way.

large scale, of the new house built by Noble G. Bruce & Co., that we refer our readers to the advertisement of the "New of Memphis, Tenn., referred to in the Magazine some time Haven Wheel Company." The character of this staunch old ago. It is indeed a mammoth concern, and its style of architecture very ornamental. One half of the building is used as approval of ours, as it has long and successfully stood upon a carriage repository, and the other as a store, wherein is kept its own merits; but we simply wish to remark, that we have all kinds and styles of Coach Hardware and Trimmings. How been using a very light set of their wheels to a buggy weighing extensive this part of their business may be, we have no means but 193 lbs., for the past six months. These wheels, though of knowing, but we should judge from appearances that it was light as they are, and in constant use, have as yet shown no in no sense limited.

A subscriber in Decatur, Illinois, wishes to know how long it is since Messrs. Woodburn & Scott, of St. Louis, have suspended their operations in that city. Our correspondent has, by some means, got hold af a wrong story. These enterprising gentlemen are still in business, and operating more extensively than ever, and from the reports we have, are doing a flourishing business.

no longer in our service.

Something about "Buckeye Timber."—It is not an un-We will send the following out to any part of the United frequent occurrence that we are confronted by some of our "knowing" friends when we are "bobbin around" in Yankecdom, with the objection, "But you fellers eaut there hain't got jist the right kind of timber." Nothing could have argued our position better, or illustrated it more forcibly than a sight at the ordinary specimens exhibited at the Mechanics' Institute at Cincinnati, by Messrs. Royer, Simonton & Co. We noticed some oak from which they turned (if our memory serves us right,) 10,000 omnibus spokes for Messrs. Bruce & Co., of that city. With one of these Buckeye spokes in our hand, we challenge the whole world and Yankeedom to boot, to produce a better article of oak than that of which they are composed. The fact is, it don't grow. Now, as to hickory, there is "no use of talking" after you see the quality used by the carriage-makers of Cincinnati, as furnished by Royer, Simonton

> In speaking of the Mechanics' Institute, we would not fail to compliment Geo. Bacon and Frank Brake, apprentices to the Messrs. Bruce, for the fine specimen of workmanship they exhibited in the wood-work and ironing of a fancy trotting wagon there on exhibition. The wood-work was executed by "George," and the iron was "wrought and fashioned" by the ingenious hand of "Frank." The wood-work, in point of finish, was executed in the most perfect manner, and not only compliments the boy, but likewise the proprietors of this noted factory. It is a fact worthy of notice, that Messrs. Bruce & Co. make finished workmen and good mechanics of all their apprentices. The secret is, perhaps, in their peculiar mode of instructing them, which is to make them pay for their trade.

Messrs. Roberts & Curtis also exhibited a most stylish and complete trotting wagon. The best specimen of this class of work we have seen in the last year.

WHEELS FROM THE NEW HAVEN WHEEL COMPANY, NEW We have just seen a fine colored lithograph, on a HAVEN, CONN.—It is with no little satisfaction and pleasure, concern or the quality of its productions needs no comment or signs of giving way in the slightest particular. We mention this as a curiosity, and those of our friends who understand our mode of driving light buggies will duly appreciate it as such.

> Wheels at this factory can be had at from \$5 to \$18 per set. Thus they can accommodate every class of purchasers.

THE CAPITOL CITY WHEEL, SPOKE, HUB AND FELLOE MANUFACTORY, COLUMBUS, OHIO - ADAM LUCKHUPT, PRO-PRIETOR.—In our next number we shall give our readers an illustration of this new establishment, erected and just completed M. G. Tousley, heretofore acting as agent for us, is in this city. Mr. Luckhupt has embarked in this business on the most extensive scale.

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THE VOLUME OF THE MAGAZINE FOR 1856 .- Many of our position, and worked by a cord. Only think of that, now ! subscribers are inquiring after the 1856 Vol. of the Magazine. Paddy's machine with two wings and a tail, beats the comet We now offer to forward the above volume complete, to any "all out." part of the United States, on the receipt of \$1. This is a fine chance to obtain a good collection of back numbers.

furnished for 12 cents each.

CARRIAGE IRONERS WANTED .- The following prominent carriage-makers are in want of a first class smith. He must be a man of a family and well recommended.

JOHN H. CARSON, Upper Sandusky, Ohio.

THOMAS IRWIN, Frankfort, Ross Co., Ohio.

A first class Coach and Carriage Trimmer wants a situation in a good shop. Best of references given if required. Address pany, where they will find their curiosity fully gratified. MORRIS HERFURT, Sligo, Clinton Co., Ohio.

EDITORIAL CHIP-BASKET.

BY E. M. S

This fellow pieks up chips, &c.—Shakspeare Improved.

Another Startling Invention!-Mr. Curtis, a London genius, has invented a carriage to run on either railways, transways or common roads. This carriage is made with wheels to morality is about equal to that of Queen Mab, in her liason run on common roads, but somewhat wider than usual. To with Pigwiggen. keep the wheels on the rails, (when running thereon,) there are additional smaller wheels to the carriage, suitable for running on the rails, and these additional wheels are capable, by suitable apparatus, of being raised or lowered as occasion may require. Of the utility of this carriage there is no explanation given, and probably this is not only the first, but will also be the last our readers will hear of it.

WOMEN AND CARRIAGES.—We learn from the letter of an Anti-Mormon in Utah, lately received, that they give a yoke of oxen and a second-hand wagon, the value of both being about \$120, for the better-fiftieth part of a latter day saint. This accounts for the fact of the wagon-maker, mentioned in a former article, being found in possession of two "spirituals." The poor fellow has probably traded away some old "shopkeeper," in exchange for a "sealed" second housekeeper. Upon the whole, we very much fear that the climate of Utah is not calculated to influence the morals of carriage-makers, especially should they be overstocked with old wagons.

Another Flying Charlot—the very latest.—Kilkenny in "ould Ireland," famous in history as being the place where a great cat "serimage" once "came off," is now mentioned in connection with the name of viscount Carhingford, as being the birth place of this new arial machine. The inventor anticipates obtaining great results from his invention, for which he has obtained a patent. This aerial chariot, in form, is something of the shape of a boat, extremely light, with one wheel in front and two behind-in one respect at least similar to or raised at pleasure, and which serves for giving an elevating New York office of this publication, at 106 Elizabeth Street.

THE LATHE.—This contrivance for turning wood, iron, and other substances, so as to shape them to the views of the ar-Odd numbers of June, July and August Magazines will be tist, was originally an instrument of rude construction, invented by Talus, a grandson of Dædalus, about 1240 B. C. Pliny ascribes the invention to Theodore of Samos. Some of our lathes at the present day are very complicated, and likewise very expensive, and the uses to which they are put in turning out a great variety of useful articles, is truly wonderful, but in nothing is this use more curious than its workings in turning out carriage spokes. Should any of our readers have DAVID SMITH & Co., No. 2 Park St., Springfield, Mass. the opportunity to visit Elizabethport, N. J., let them call upon our friends of the Elizabethtown manufacturing Com-

> THE POST-CHARIOT VS. THE LUMBER WAGON .- A Writer in Fraser's Magazine contrasts the "light, quick post-chariot" of the French style of literature, with the "heavy lumber-wagon" of the German. In carrying out the figure we may compare the yellow covered literature of the American press, at the present time, to the spider-leg-spoked chariot of the fairies, so graphically described by the poets—it is all fancy, and the

> THE HACKNEY COACHMEN OF PARIS have sent a deputation to the Emperor to request an increase of fares. Their application has been refused, but they are to be allowed to make a charge for the baggage they carry.

> MARLAY AND HIS COACHMAN.—Bishop Marlay had a good deal of the humor of Swift. Once when his footman was out of the way, he ordered the coachman to fetch some water from the well. To this the coachman objected; that his business was to drive, not to run on errands. "Well, then," said Marlay, "bring out the coach-and-four, set the pitcher inside, and drive to the well;" a service which was several times repeated, to the great amusement of the whole village.

> AN ELECTRICAL EXPERIMENT WITH A WHEEL. In a very beautiful experiment, Professor Wheatstone has demonstrated that a wheel placed on an axis, can be made, by a flash of electricity, to appear for an instant illuminated, with all its spokes distinct, as at rest; but afterwards to revolve with such velocity as to render its spokes invisible, because the lightning had come and gone before the wheel had time to make a perceptible advance. In comparison with this velocity, the most rapid artificial motion that can be produced seems repose.

We have only two volumes of the first volume (1855) of this Magazine left for sale; a few copies of the second volume, (1856) and about 20 copies of the third volume (1857) commencing with the January number. As these are now out of print, (except the 2d volume) and cannot be had elsewhere, it will be necessary that those who are desirous of completing "our" three wheeled—having two wings slightly concave fixed their sets, should forward their orders at once. Any volume to its side. It is also provided with a tail that can be lowered will be sold separately at \$3 per volume, if addressed to the

WO SOUS

THE STAGE MONOPOLY IN 1785,—In 1785, the Legislature of the State of New York, granted to Isaac Van Winkle, Talmage Hall and John Kinney, the exclusive right for ten years, by Mr. M'Curdy, himself an experienced trimmer. If you of running "stage wagons" on the east side of the Hudson, between New York City and Albany. This enterprise being un-orders. His advertisement will be found in this Magazine. dertaken at "great expense and labor," and "to promote the ease and benefit of the people of this State," these two considerations secured to the above persons a monopoly of the business as above. By the conditions of the grant, the grantees were obliged to provide at least "two good and sufficient stagewagons," one of which was to start from each city at least once a week, unless prevented by the badness of the road or some other unforeseen accident. The rate of fare was not to exceed 4d. per mile for every person, including 14 pounds of baggage, and for every further 150 pounds, 4d. more were to be charged. This would make the fare from New York to Albany about \$6,25.

Should any of our readers be in want of a patent axle to go into a very small hub-or indeed into any sized hub—they are assured that they cannot do as well elsewhere, as to send to the Tomlinson Spring and Axle Co., Bridgeport, Conn., and get "Stratton's Improved Patent Mail Axle." Now, friends, (confidentially) we give this advice on the score of "disinterested benevolence." Should you follow it, you would not only be the gainer, but we (confidentially again) shall be benefited. Now who will have the boldness to say that editors are selfish after this? See their advertisement.

We have received a very fine lot of hubs from our friend, Mr. S. Stearns, whose advertisement appears in our Directory. Such hubs as these would be creditable to the best factories in the country, and are worthy of the attention of every Coach-maker. Our friends will doubtless promote their own interests, hy sending him their orders at once.

Our fellow craftsmen in New York City and vicinity, are advised to call on our friend, Mr. Gardner, at $81\frac{1}{2}$ Bowery, if they want their plating done "neat, quick and cheap." You will probably find him with his coat off and his sleeves rolled up. See his advertisment.

A CARD.

As my answer (prepared for the August number of the Magazine) to Mr. S. T. J. Coleman's attack on me and my Shaft Fastener, was not published, I have concluded to withdraw it. In a great many instances where his article was noticed—that have come to my knowledge-it has only excited merriment for its entire disinterestedness.

I am daily making my contracts for the use of my Anti-Rattler on all new work, wherever I travel, and renewing those which have expired; self-interest dictating this course to Carriage-Makers. My sales are constantly increasing.

No one can mistake the motives of Mr. Coleman, as his "child is born" and before the world; having come into fair competition with me at our State Fair just closed, where that ne plus ultra of improvements, "Chapman's Anti-Rattler," received the award of a Silver Medal.

CINCINNATI, Sept. 21st, 1857.

We have used various whip sockets at different times, but none have met our wishes as satisfactorily as those offered would desire the ne plus ultra, don't fail in sending him your

RHYME OF THE ROAD.

BY BEPPO.

Whizzing by the fences,
Spinning by the trees, Horses footing splendid, Going at their ease, Cutting down the flyers.
Driving a la mode.
Bless me! this is pleasant,
Riding on the road.

Here's a brush a coming,
The bay is in the lead.
No, the black has got him;
No, the bay's ahead! Neck and neck they're footing, Like a harnessed pair— Hurrah! the black has beaten, The bay is in the air.

Man with hired horses, Putting on the gad, Hanging to the ribbons, Going it like mad; Devil take the horses,
What are they to him—
He is bound to rush 'em, Regardless of the tin.

Man with country cousin, Sitting by his side Sitting by his side—
Eyes are glaring wildly,
Mouth is gaping wide.
"O! I cannot breathe, sir!
I can hardly talk;
O! for Heaven's sake stop, sir,
I'll get out and walk."

Greenhorn in a carriage, Weighs a thousand pounds— Thinks he's got a trotter, Thinks he's been the rounds; Laying back and pulling
At a furious rate, Certain he is going At a 40 gait.

Old gent from the country, Going fun'ral gait, Knows there'll be a smash up, Just as sure as fate. Just as sure as nace.
Wonders at their hurry—
Thinks it very plain,
If he's a judge of weather,
It isn't goin' to rain.

Driving up to Jones's,
Sponge the horse's mouth,
Take a little something
To guard ugainst a drought. Home again we're footing,
Horses nearly blow'd;
Hurrah! we're on the pavement,
We've taken down the road.

Whizzing by the fences, Spinning by the trees, Horses footing splendid, Going at their ease. Cutting down the flyers, Driving a la mode.
Bless me! this is pleasant, Riding on the road.

THE VIOLETS OF LITERATURE.

First among those sweet flowers of our literary spring time, let the literature for children be named. What a moral the mere name conveys! The idea of books for children, written Here lay a pair of pants; there a dirty pair of boots; there a to meet their capacity and suit their natures, is a familiar idea play-bill, and there a dirty pile of clothes. What wonder that to us; but less than a century since it was a novelty, charming from its motives, but uncertain of acceptance. Focus sang to would not songs for them; and every mother that had heard of Watts, reform. Searcely had the promise passed my hips, when a caught the sweet strains, and breathed them gently forth with knock was heard at the door and in came Susan Simpkins after my dirty clothes. then, books, and finally magazines and papers-all for the children. How complete is the provision now! No literature is so full and perfect. Its aim, indeed, is not wide, or its means I felt in my pocket-book. There was nothing in it, as I knew vast; but taking its scope and purpose, we can find nothing better or fuller done. Sometimes there are injudicious talesfrightful things that come back in cradle dreams and work up the black midnight into horrid phantoms; but bad books there are none.

But not alone for children is literature discharging its offices. Manifold is its work and multiplied its instruments. Here are the insane with their literature—the blind with their printing Victims of misfortune but sacred to Providence, they engage the sympathies of benevolent minds, and mercy reaches them through human hands. The sentiment of spirit, immortal spirit, is uppermost in every kind movement, and while physical nature in their cases is cared for, the higher and nobler is always any other way, I guess I'll take up with your offer."

Enough said. We were married in a week, and what is engage the sympathies of benevolent minds, and mercy reaches ical nature in their cases is cared for, the higher and nobler self is yet more tenderly regarded. What a comfort for the weary hours! What joy is this long, deep, silent sorrow! tlemen. I live in a good house, and have somebody to mend Heaven in some way or other.

Had we no sky, where would be the dew-the gorgeous cloud—the token rainbow? It requires a firmament, with stars and sun to give us these; and so, if we had no Christianity, the afflicted children of life would languish on in bitter loneliness, and share only the companionship of grief.

A few more ascending steps in the scale of intellectual beneficence, and we see the poor brought within the reach of literature. Not the parish visitor or the womanly angel of tenderness alone visits their lowly roofs.

Wisdom and consolation go forth hand in hand, to seek them, and with words of chosen love they are cheered in the midst of toil and privation. They are taught to rise—to gain strength by reconciliation with Providence; and a divine panoply is furnished with which the battle of the world may be fought bravely and well. And thus it appears that there is a principle extension in all goodness. None can confine it within the narrow boundaries. Spread abroad it must by the laws of its own nature, exulting, purifying and blessing all.—New York Times.

SPEECH OF ZACHARIAH SPICER.

On the question, "Which enjoys the greatest amount of happiness, the bachelor or the married man?"

Mr. President and gentlemen-I rise to advocate the cause of the married man. And why should I not? I claim to know something of the institution, I do. Will any gentleman pretend to say I do not? Let him accompany me home. Let me confront him with my wife and seventeen children and decide.

High as the Rocky Monntains tower above the Mississippi Valley, does the character of the married man tower above that of the bachelor. What is a bachelor? What was Adam before he got acquainted with Eve? What but a poor, shiftless, insignificant creature? No more to be compared with his afterself, than a mill-dam to the great roaring cataract of Niagara. [Applause.]

Gentlemen, there was a time, I blush to say it, when I was a bachelor, and a more miserable creature would hardly expect to find. Every day I toiled hard, and at night I came home to

my comfortless garret—no carpet, no fire, no nothing. Everything was in a clutter, and in the words of the poet,

"Confusion was monarch of all he surveyed."

I took refuge at the gaming table and bar-room. I found it

"Mr. Spicer," says she, "I've washed for you six months, and I havn't seen the first red cent in the way of payment.

well enough.

"Miss Simkins," said I, "its no use denying it. I havn't got the pewter. I wish for your sake I had."

"There," said she, promptly, "I don't wash another rag for

"Stop," said I, "Susan I will do what I can for you. Silver and gold have I none, but if my heart and hand will do, they are at your service."

"Are you in earnest?" said she, looking a little suspicious. "Never more so," says I.

tlemen. I live in a good house, and have somebody to mend Earth can do but little for them, but how watchful is Heaven ! my clothes. When I was a poor, miserable bachelor, gentle-The most beautiful things on earth are always connected with men, I used to be as thin as a weasel. Now I am as plump as a porker.

In conclusion, gentlemen, if you want to be a poor, ragged fellow, without a coat to your back, or a shoe to your foot; if you want to grow old before your time, and as uncomfortable, generally, as a 'hedgehog rolled up the wrong way,' I advise you to remain bachelors. But if you wish to live decently and respectably, get married. Pve got ten daughters, gentlemen, [overpowering applause,] and you may have your pick.

Mr. Spicer sat down amid loud continued plaudit. generous proposal with which he concluded, secured him five

sons-in-law.

AMERICA.

Happy the land where the proud eagles soar,
Over a people callightened and free;
Where mighty rivers and cataracts roar, And wild raging torrents rush out to the sea.

Land where the great and the good of the past,
Time's honored sages, with deeds of renown;
Bright actions which ever will stand to the last,
Though their forms have long faded and grass overgrown.

The pattern of nations, the pride of the world, Columbia's proud standard will ever stand fast; For her sons and her daughters have her banner unfurled, And the Charion of Freedom has poured forth its blast.

The bird of the free on our banner o'erthrew His broad spreading wing, o'er the pilgrims of old; When they landed all strangers, and their gallant bark drew On New England's wild shore, bleak, barren and cold.

Through hardships and trials they still struggled on, With famine and death, but their hearts ne'er mis-gave; Now—America's honored with many proud sons, And she still is the "land of the free and the brave."

America! happy and proud may you be,
No tyrant's rude hand has darkened thy shore;
But thy soil has reared the proud liberty tree,
We know thou art free, we ask no more.

COACH-MAKERS' MONTHLY DIRECTORY.

ADVERTISING IN THE DIRECTORY: TERMS OF

Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

All advertisements for a shorter time than twelve months, are charged 50 cents per line for each insertion; Payable in advance.

LEECH & MAIR,

WHIPSOCKET

OWES ITS POPULARITY TO THE FACT OF ITS LOOKING BETTER, WEARING LONGER,

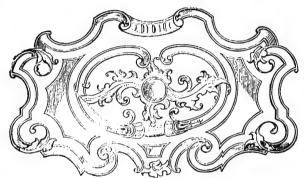
AND COSTING LESS

THAN ANY OTHER SOCKET IN THE WORLD.

For sale by

Coach and Saddlery Hardware Dealers Every [Feb. 1857. where.

JAMES CAMPBEL



COACH CARVERS, ORNAMENTAL DESIGNERS

BACK BOARDS OR BRAKES, PUMP HANDLES AND WINDOW CAPS, AND ALL KINDS OF

DANDULENT & TRUNK HARDWARD

AND

CARRIAGE TRIMMINGS.

WE keep constantly on hand as full an assortment of Goods in our line, as can be found in any city in the West, and respectfully solicit a continuance of the extensive patronage of R. T. Leech, br., whom we succeed. We still continue the outer industrial inducements to our old friends, and to buyer department of trade in this city, our long experience onables us to know the wants of our citstoniars exactly, and to make the most judicious selections in our various styles of Goods. The attention of the Southern and Western and the designs of months are the place of the place where th

TRIMMINGS. No. 101 North Third Street,

(Between Arch and Race, lower side, PHILADELPHIA.

KEEP CONSTANTLY ON HAND A FULL ASsortment of Coach Laces, Fringes, Cloths, Rattinetts, Damasks, Springs, Axles, Felloes, Spokes, Hubs, Curtain Cloth of all kinds, Curled Hair, Moss, Enameled and Patent Leather, Fly Netts, Harness Msuntings, &c.

March-1857.

P. HAYDEN,

MANUFACTURER OF

SADDLERY & COACH HARDWARE,

COACH LACE, AXLES,

MALLEABLE IRON CASTINGS,

Wrought Iron & Wire, all Sizes,

AXLES OF ALL KINDS FOR

Coaches, Light Carriages, &c., &c.,

Manufactured of the best Material and Workmanship. Orders solicited and promptly attended to. The Trade supplied on liberal Terms,

Juno-1857

JAMES II. DUSENBURY,

DEALER IN EVERY DESCRIPTION OF

COACH & CARRIAGE HARDWARE & TRIMMINGS.

EDMUND TOWNSEND,
Urieville, Kent Co., Md.,
MALLEABLE IRON CASTINGS,
MANUFACTURER OF EVERY VARIETY OF

MALLEABLE IRON CASTINGS,
Wrought Iron & Wire, all Sizes,
ONSISTING OF RIBS, POLES, SHAFTS, &C. ALSO,
Utined Spoke of all sizes, all of which are made of the
best materials.

Terms—Four months on approved paper, 5 per cent. off for
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June-1857

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June-1857

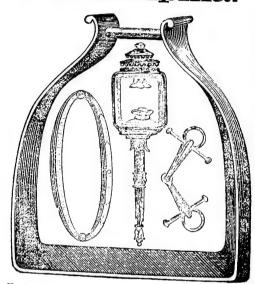
MALLEABLE IRON CASTINGS,
Wire, all Sizes,
Wreght Iron & Wire, all Sizes,
OLLMBUS, OHIO,
Warehouse, No. 2, Buckeye Block,
OLLMBUS, OHIO,
Also, Naits, Steel, Elliptic
Sapings, &c.

United With the Cash, or satisfactory references, will receive immediate atDoc-1856

REMOVAL

NO. 49 NORTH THIRD STREET. To No. 318 Market Street, between Third and Fourth,

Philadelphia.



Having removed from our old location as above, we would respectfully invite your attention to our large and well assorted Stock of

SADDLERY HARDWARE,

Harness Mountings and Carriage Trimmings,

Harness Mountings and Carriage Trimmings, Comprising every variety of Goods used by Saddlers, Harness and Coach-Makers, and of various qualities, which we offer at low prices for Cash or approved paper. We would especially call attention to the very superior qualities of Harness Mountings, manufactured by Mr. Welch, exclusively for ourselves, as being the best made in this country or Europe. Should we be favored with your orders, they will receive our prompt attention. Among our stock will be found the articles enumerated below.

GOFF & PETERSON.

Stirrups, Bridle Bits, Spurs, Roller-Harness and Bridle Buckles; Wood, Ivory, Gutta Percha and Metal Martingale Rings; English Bridle Fillings; Shoe Thread, Saddlers's Silk and Thread; Saddle Nails, Halter and Trace Chains; Saddle Rings; English Bridle Fillings; Shoe Thread, Saddlers's Silk and Trees, Carb Chains, Tacks; Wagon, Buggy and Riding Whips; Horse Brushes, Curry Combs and Cards; Terrets and Hooks, Swivels, Pad Screws; Iron and Wooden Hames, Snaps; Breeching, Trace, Pad and Crupper Loops; Trace Hooks and Bolts, Cockeyes; Halter, Breeching and Harress Rings; Brass, Silver, Grass, Pad Screws; Iron and Horses Rings; Brass, Silver, Grass, Pad and Gig Trees; Saddler's Toois, Loop Dies and Presses; Pavoys, Harness Composition; Pad and Gig Saddle Housings, and Bridle Fronts; Fair Calf and Hog Skins and Skivers; Moroeco and Lining Skins; Goat, Buck and Chamois skivers; Moroeco and Lining Skins; Goat, Buck and Chamois skivers; Moroeco and Lining Skins; Goat, Buck and Chamois skivers; Moroeco and Lining Skins; Goat Musil Brane Rein Webs; Straining, Diaper and Boots Webs; Gotton, Worsted, Linen and Leather Fly Nets; Glotts, Bumasks and Rainers; Musiles and Gurain Silks; Coach Laces, Fringes and Tassels; Tufts, Buttons and Lining Nail; Lamps, Gurtain Frames, Knobs; Hub-Bands, Dashers, Handles; Apron Hooks and Rings, Willy Sockets; Garriage Bolts, Springs, Asles; Axle Glips and Shackles, Shaff Tips; Stump Joints, Top Props, Higney, Pole Vokes and Grabs; Turned Seat St

JOHN TENNIS & CO., EXCLUSIVE WHOLESALE DEALERS IN

FOREIGN & DOMESTIC

ALSO, EXTENSIVE DEALERS IN CARRIAGE & HARNESS TRIMMINGS, Cleveland, Ohio. Nov-1856

C. N. LOCKWOOD,

(Late Eagles & Lockwood,)

Coach Lamp Manufacturer AND SILVER PLATER,

16 MECHANIC St.,

NEWARK, N. J.

NEWARK, N. J.

THE LARGEST ASSORTMENT IN THE UNIted States, embracing over 190 different sizes and patterns of Coach and Buggy Lamps.

Engine and Signal Lamps, Coach and Cantel Mouldings, Curtain Frames, Dashes, Railings, Branch Irons, Handles, Pole Hooks; Tuft Nails, &c., &c., constantly on hand at Wholesale and Retail. [july 1857.

CARRIAGE TRIMMINGS. JOHN P. JUBE,

83 Bowery, New York,

Keeps constantly on hand a large assortment of choice

Saddlery and Coach Hardware,

Together with a well selected Stock of the most approved Manufacturer's

PATENT LEATHER,

Japanned Curtain Cloth, Warranted Steel Springs, Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bows, Coach Varnish and Japan, Curled Hair, Moss, &c. [June, 1857.

KENNY'S PATENT NOISELESS CARRIAGE IRONS.

Patented July 29th, and Nov. 25th, 1856.

AGENTS:

Geo. N. Davis & Bro., 152 Congress Street, Boston; Munson, Morse & Co., 63 Temple Street, New Haven, Conn.

By the application of Vulcanized Rubber and Malleable Iron to the different parts of a Carriage, the continued rating and constant wear is obviated, and the numerous accidents and detentions occasioned by the Whiffletree Bolts and transient Bolts getting out, or breaking off, are prevented.

PRICE LIST-IN SETTS:

	TIPLE IN SETTS:	
0. 1	Coach Eveners\$1	
. 2	Pedlars' "	50
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3		80
ű	Coach White tank Paramed	ы
	Coach Whiffletree Eyes, (in front)	63
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Feb.	-1857	

Auburn Coach Lace.

HAYDEN & LETCHWORTH. MANUFACTURERS OF

SILK & WORSTED LACES, AUBURN, N. Y.

Makers, Importers, and Dealers in Harness and Car-riage Triumings, and Hardware of tote-1857 July-1857

WILSON & HAYDEN, SADDLERY HARDWARE

CARRIAGE FURNITURE,

Nos. 22 and 24 Main Street, CINCINNATI, 0.



Patent Cottar Leather and Dash Leather, Black and Faney Enamel'd Cloth, Japan'd and Enamel'd Curtain Cloths, Inanasks, Cloths, Laces, Fringes, Springs, Axles, Malleable fron, Felloes, Bows, Spokes, and Hubs, and every other article used in the manufacture of Carriages.

Agents for Noble's & Hour's London Varnishes and Paints. One of the partners residing in New York, gives us every facility of buying goods upon the very best terms.

Carriage Hardware and Trimmings. F. S. DRISCOLL & CO.,

Have taken the White Marble Store,
NO. 94 BOWERY BETWEEN GRAND AND HESTER STS.,

HEW YORK, Where they have constantly on hand a general assortment of

Wagon Materials,

CONSISTING IN PART OF

Consisting in part of
Carriage Springs, Axles, Hubs, Spokes, Rims, TopBows, Shafts, Patent and Enameled Leather,
Dash and Flap Leather, Enameled Cloth,
Carriage Cloth, Oil Cloth, Coach Lace,
Coach Lamps, Varnish, Philadelphia Carriage Bolts, Malable
Iron, &c., &c., &c.
F. S. DDISCOLL 2-00

W OULD respectfully call the attention of Carriage-Makers and Wheelwrights to their well assorted Stock of Carriage Goods, which they are prepared to sell at Low Figures. Having had thirteen years experience in the business, and being well acquainted with the wants of the trade, they flatter themselves that they will be able to give satisfaction to their customers. Please favor us with a call before purchasing elsewhere. F. S. DRISCOLL & CO. March-1857. F. S. DRISCOLL & CO.,

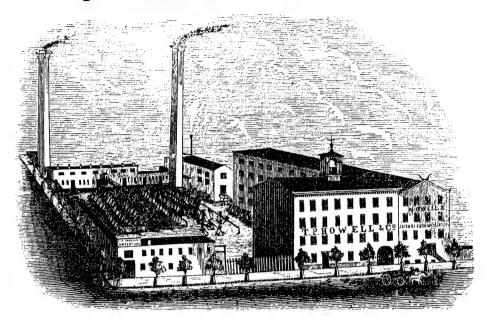
SELDEN & LANDPHERE, MANUFACTURERS OF

CARRIAGE WHELS & BOWS, SPOKES, HUBS, FELLORS, BENT RIMS,

Shafts, do. GEORGE SELDEN, JR., }
ASA LANDPHERE.
NOV-1956

ERIE, PA.

The Largest Establishment of the kind in the World.



HOWELL & CO.,

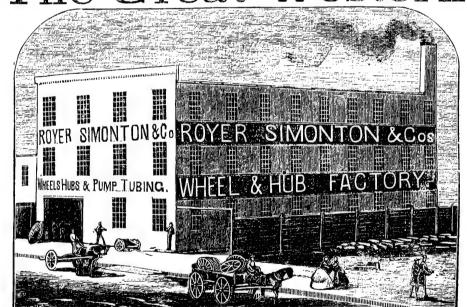
ENAMELED LEATER PATENT

OF EVERY DESCRIPTION. Block Bounded by New and Wilsey Streets and Morris Canal.

WARE ROOM, 213 MARKET ST. NEWARK, N. J. P. S. The attention of Dealers is respectfully invited to this Establishment.

[March, 1857.

Great *testerm*



FACTORY.

IMONTON & CO.. MANUFACTURE AND KEEP ALWAYS ON HAND A SUPPLY OF

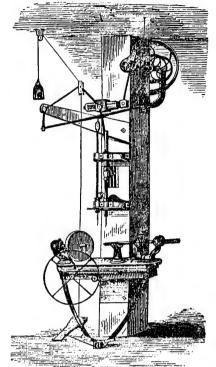
Factory No. 375, South side of Third Street, below Smith Street, CINCINNATI, OHIO.

Mr. Simonton being a practical Carriage-Maker, our customers may depend upon having their orders filled correctly.

Jan., 1857.

LANE & BODLEY,

WOOD WORKING MACHINERY,



Daniels' Pianers,
Gray & Wood Pianers,
Tenning Machines,
Mortising Machines,
Spoke Machines,
Sinaffing, Pulleys, &c.

Shaffing, Phileys, &c.

OUR POWER HUB MORTISING MACHINES ARE ALready widely and favorably known, and and we solicit
the patronage of the eraft for any Machines they may need,
feeting assured that we can satisfy the most fastidious mechanic. We would refer to—
Messrs, Royer, Simonton & Co., Hub, Spoke and Wheel
Mannfacturers, Cincinnati.

Woodburn, Scott & Co., Hub and Spoke manufacturers,
St. Louis.

Woodburn, 2006 & S.,
St. Louis.
Mr. Wm. McLain, Hub Manufacturer, Baltimore.
And to our machinery wherever it is in operation. For doscriptive Circulars and Price List, address
Jan-1857 LANE & BODLEY, Cincinnati, Ohio.

B. K. MILLS.

F. WOOD.



B. K. MILLS & CO.,

MANUFACTURERS OF

COACH LACE. TASSELS, SPEAKING TUBES, &c.

Bridgeport, Conn.

Orders solicited from Conch-Ma-

kers throughout the United States and Canadas. Having the largest Establishment of the kind in New England, we are confident that we can render universal satisfaction to all who may favor us with their patronage.

[Jan-1857.

QUINNIPIAC MALLEABLE IRON COMPANY.

MALLEADLE TRUN COMITANT.

65 TEMPLE'S TREET,

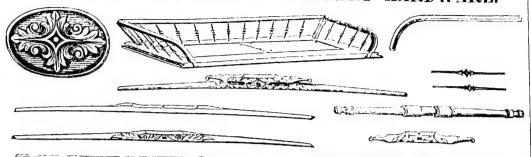
NEW HAVEN, CONN.,

MANUFACTURE MALLEABLE HON CASTINGS FOR Carriages, of every description of pattern, and of superior quality.

1177 Ordors respectfully solicited. Address, Pob-1857]

S. J. GOODWIN, Soc'y.

Great Eastern Depot of CARRIAGE TRIMMINGS & SADDLERY HARDWARE.



No. 29, Orange Street, New Haven, Conn.,

Manufacture and keep constantly on hand, a large variety of every description of

The attention of Purchasers is especially directed to this House.

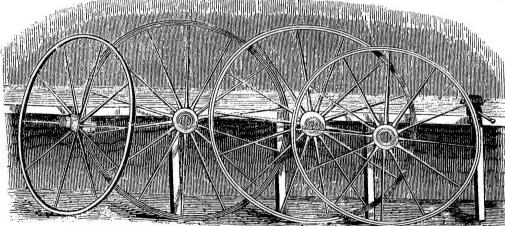
OUR CATALOGUE OF CARRIAGE GOODS:

Self-adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Self-adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Bands, Silver do., Brass Sand Bands, Silver do., Stump Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Hinges, Silver do., Iron do., Solid Brass Handles, Electro Plated do., Sil. close do., Surned Iron Collars, do. Plated, Door Locks, Blind Catches, Brass Inside Handles, Silver do., Silver, do. Brass, do. Japanned, Solid-head Nails, Silver, do. Brass, do. Japanned, Ivory Nails, No. 1, do. Jo., do. No. 3, Brass Terretts, Silver do., Brass Pad Hooks, Silver do., Brass Swivels, Silver do., Ivory Head Screws, John Charles, Ivory Slides, do. Knobs, No. 1, do. No. 2, do. No. 3, do. No. 4, Ivory Leather, Rubber Cloth, Oil Carpet, Coach Lace, Tufts, Tassals, Tufling Twine, Scaming Cord, COACH Whiffletrees, Bolts, Malleable Iron, Lead Mouldings, Spring Rollers, Curled Hair, Moss, Buttons of all col-Plates, with names neatly engraved, all styles. In Orders promptly attended to.

Buggy Seats and Carriage Bows, Carriage Parts Plain, do. Carved, all styles, Seat Sticks, do. Rails, Spokes, Bent Felloes, Hubs, mortised and unmortised, together with other parts belonging to a Carriage

P. S. We would especially call the attention of purchasers to our quality of Eastern Timber, none but the best being used in the manufacture of our wood-works. [Feb., 1857.] C. C. & CO.

NEW HAVEN



148, 150 & 152 York Street, Head of Grove, New Haven, Conn., MANUFACTURERS OF

CARRIAGE WHEELS & WHEEL STUFFS OF EVERY DESCRIPTION.

SPOKES, Finished and Unfinished, HUBS, Mortised and Unmortised, BENT RIMS,

SAWED FELLIES, SPRING BARS, Plain and Carved,

WHIFFLETREES, RUNNING PARTS, SEAT STICKS, HANDLES, &C.,

Always on hand made to Order, of the best Eastern Timber.

HENRY IVES, President,

[Feb. 1857]

HENRY G. LEWIS, Secretary.

CHAPMAN'S Elastic Anti-Rattling

CARRIAGE SHAFT FASTENER.

T IS ONLY ABOUT THREE MONTHS SINCE I FIRST presented this valuable invention to the public. It is unanimously recommended in the highest terms, by every person who has tried it. Already hundreds of certificates from Carriage-Makers and gentlemen of the first respectability, who are daily using it, in the Eastern, Western, and Middle States, can be shown, cordially recommending its use by devery one—it being an attainment long desired. If applied to an old or new carriage, as directed in the instructions are companying each package, I warrant it effectually to stop all rauling invise near the shaft bolts; and it will first useful to stop all rauling invise near the shaft bolts; and it will first useful to stop all rauling invise near the shaft bolts; and it will first useful to stop all will be useful to so, should the nut drop off.

A trial surser convince the most fasticious, it is all I reprosent it to be. My terms are Cash.

Wholesale, to Carriage-Makers. \$9 00 per doz. sett. Retail, " 150 per sett.

All orders promptly filled. Address

Oct. 1-1856] Patentee and Proprietor, Cincinnati, Ohio.

THE TOMLINSON SPRING & AXLE COMPANY,

Cannon St., Bridgeport, Conn.,

MANUFACTURE COACH AND CARRIAGE TEMPdened Springs, Mail, Half Patent and Taper Caso-Hardened Axles. We are the oxly authorized manufactures of
E. M. Stratton's Improved Mail Patent Axles. Orders promptly filled on reasonable terms.

RUSSELL TOMLINSON, Pres'l,
WM. G. LINEBURG, See'y, S. B. FERGUSON, Jr., Tres.
Jan-1857

FRED. ERNST & CO.,

IMPORTERS AND MANUFACTURERS OF PAINTS, COLORS, BRUSHES & VARNISHES.

Particular attention paid to

Lakes, and Artists' Articles in general. No. 65 Fulton Street, Second Story,

Dec-1856]

NEW YORK.

WHEELER BEERS. CALEB B. TICKENER. EDWARD STERLING.

SPRING PERCH COMPANY, JOHN STREET, BRIDGEPORT, CONN.,

COACH & CARRIAGE TEMPERED SPRINGS, MANUFACTURERS OF

Patent & Half Patent Axles, TOMLINSON'S PATENT SPRING PERCHES, BANDS, CALASII TRIMMINGS,

WE RESPECTIFULLY SOLIGITTHE PATRONAGEOF
Whose who are making the first class carriages.
We believe we have deservedly acquired the reputation of
manufacturing the best articles in our line, in the SPRING
Our Springs are made from the best ENGLISH SPRING
our Ayles are of the best Salisbury from and our Garriage
Our Ayles are of the best Salisbury from an another Garriage
Trimmings are made in the latest and most approved sylves.

SPRING PERGIL GOMPANY.

Jan-1857
E. STERLING, Sec'y.

C. D. INGHAM,

MANUFACTURER OF

COACH & LIGHT WAGON HUBS.

Chittenango, Madison Co., N. Y. A GENERAL ASSORTMENT ALWAYS ON HAND, by Mail supplied to Manufacturers and Dealers, reasonable, at short notice.

117 Reference in New York City, to the Assistant Editor (Nov-1856)

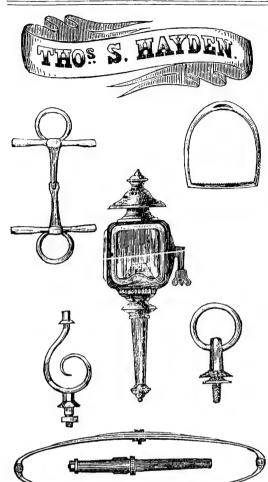
STEPHANAS STEARNS,

MANUFACTURER OF

COACH & LIGHT WAGON HUBS,

North Granville, Washington Co., N. Y.

EVERY VARIETY OF BEST CARRIAGE HUBS ON hand or made to order, at short notice. Twenty-three years experience and a section of country productive of the very best quality of timber, cambles me to hope to give the fullest satisfaction. References: Eaton, Gilbert & Co., and Wm. Lown, Troy, N. Y.; or G. F. Kimball, New Haven, Conn.



MANUFACTURER AND IMPORTER OF

SADDLERRY,

Harness and Coach Hardware, CARRIAGE TRIMMINGS.

MALLEABLE IRON CASTINGS. 79 BEEKMAN STREET,

New York.

Every description of Malleable Iron made to or der at short notice.

COACH TRIMMINGS.

Patent Dash Leather; Patent Enameled Leather; Patent and Enameled Leather, fancy colors; Black and Fancy Colored Enameled Cloths; Union and all Wool Cloths, assorted colors; Cotton, Union, and Worsted Damasks, assorted colors; Worsted and Silk Coach Laces; Fringes, Rosettes, Tufts, Tassels, Curtain Silks, Buckram, Seaming Cord, Japanned, Brass, Silver, and Ivory Head Lining Nails, Moss, &c., &c.

HARDWARE.

Elliptic Steel Springs; Common and Patent Axles; Stump Joints; Brass and Silver Hub Bands, Dash Frames; Carriage Hinges and Handles; Carriage Kuobs, Bolts and Lamps; Top Props; Curtain Frames; Apron Hooks and Rings; Turned Collars and Washers.

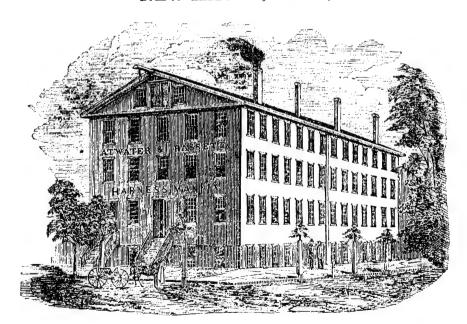
WOOD WORK.

Spokes, Hubs, Bows, Felloes, Shafts,

Spokes, Hubs, Bows, Felloes, Shalts, Poles, Whiffle Bars, Carved Spring Bars, Turned Seat Spindles, &c., &c. Coach, Harness, and Trunk-Makers' Var-nishes. Saddlers' Harness, and Trunk-Ma-kers' Goods. July-1857

ATWATER BASSETT, &

NEW HAVEN, CONN.,



MANUFACTURERS OF AND WHOLESALE DEALERS IN

HARNESS,

For United States and Foreign Markets. Dealers supplied on reasonable terms. Aug-1857

H. GALBRAITH,



Silver, Brass, and Electro Plater,

CARRIAGE, ENGINE, and HOUSE WORK,

AND MANUFACTURER OF

COACH & SADDLERY TRIMMINGS,

COOK'S IMPROVED CARRIAGE KNOBS.

SILVER FINISHING SCREWS, COOK'S IMPROVED PLATED 4 AND 5 BOW SLAT IRONS, PATENTED

JAN. 27TH, 1857. Silver and Lead Moulding, Spring Curtain Barrels.

Nos. 2 and 3 Japanned and Silver Capped Carriage Knobs, Spring Catches, Door Handles, Inside Handles, Caleche Trimmings, Card and Name Plates, Solid Head Silver and Japanned, Lining, Band and Saddle Nails. with Annealed Points, Top Props and Nuts, Joints, Rivets, Carriage Bands, from the cheapest to the very best quality, Silver Chased Rosettes and ornaments of the latest pattern, Rosette Top Props, Silver Head Dash Bolts, Shaft Tips, Pole Yokes and Hooks, Plated Dash Rods and Collars, Plated Foot Rails, Acorn Nuts and Rivets, Acorn Loop Bolts, &c., &c.

Factory on Franklin, near Chapel Street. Warerooms, 81 State Street,

NEW HAVEN, CONN. Orders respectfully solicited.

NOTICE.

Having obtained LETTERS PATENT for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27th, 1857, will be liable to prosecution.

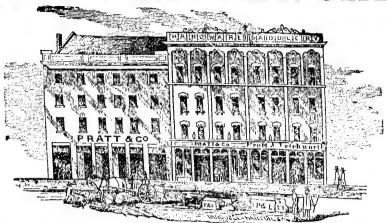
Having made Hugh Galbraith, of this city, our General Agent for the sale of said Slat Irons, a good supply, on favorable terms, can always be had at his Store, No. 81 State Street, New Haven, Conn.

GEOBGE COOK, Patenteees. July-1857.

SAMUEL F. PRATT,

PASCAL P. PRATT.

WM. P. LETCHWORTH.



MANUFACTURERS, IMPORTERS, AND DEALERS IN EVERY DESCRIPTION OF

OFFICE AND SALE ROOMS, No. 34 Terrace Street,
Opposite the Western Hotel, and adjoining the Hardware Store of Messrs. Pratt & Co.,
BUFFALO, N. Y. June, 1857.

Oldest and Largest Establishment of the kind in the U. 5.



(SUCCESSORS TO CHARLES PEARL)

423, 425, and 427, Main Street, Poughkeepsie, New York,

H AVING purchased of Mr. Charles Pearl, his entire interest in the above establishment, we would respectfully call the attention of Deaters and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and style of Carriage Hub Band, constantly on hand. We also manufacture extensively from superior timber, well-seasoned Bent Felloes, Shafts, Poles, and Turned Spokes, and Seat Rounds or Spindles of every style.

Terms—Six months for approved paper, or five per cent. off for Cath.

Feb., 1857.

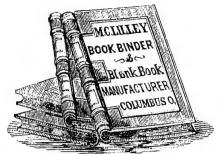
RAHWAH HUB MARUFACTORY.

The Largest and Best of the kind in the United States. The Largest and Best of the kind in the United States.

VERY variety of Sensoned, Morticed, and Unmorticed, kept constantly on hand, suitable for Trucks, Heavy Wagons, Omnibuses, Coaches, Rockaways, Buggies, Sulkies, &c. The subscriber spares no pains in procuring the best of timber, and in getting up his work in the most approved style.

Aug., 1856.

JOHN URMSTON, Union St., Rahway, N. J.



Magazines, Journals and Book Work done in the best style,

Magazinos, Journals and Book Work done in the best seyes and at reasonable rates.

Lam now engaged in binding Conch-Makers? Magazines and other works published by the proprietor of this Magazine, and have every facility for binding them as they should be bound. Send them by Express, and I will return them by the same. Price for binding with gift edge, one-half Turkey Binding, \$1.00 to \$3,25 per volume. Other work solicited.

July-1857 M. C. LHLLEY.

The Greatest Improvement of the Age!

PATENT ANTI-RATTLING, ANTI-FRICTION

SHA

On an entirely New Principle. It will last as long as a Carriage to which

it is applied, without costing

a dime for repairs,

As a trial of more than two years abundantly proves.

Boxes containing ½ dozen setts or more, sent to any part of the United States or Cauadas at \$1,50 per set.

TERMS—Cash. All orders must be ad-J. D. SARVEN, dressed to Columbia, Tenn. July-1857

F. M. PERKINS & CO.,

MANUFACTURERS OF

Pearl, Ivory, and Bone Trimmings,

CARRIAGES, RAILROAD CARS, SAD-DLES, HARNESS, &c., &c.

Metal Carriage and Harness Trimmings, of all Descriptions. Also, Manufacturers of fine Pearl and Ivory Cont and Vest Buttons. WATERBURY, CONN.

Naugatuck WHEEL COMPANY,

NAUGATUCK, CONN.,

MANUFACTURERS OF

HUBS, SPOKES, FELLOES & WHEELS Of every description. Also, manufacturers of

Ward's Spoke Turning Machine,

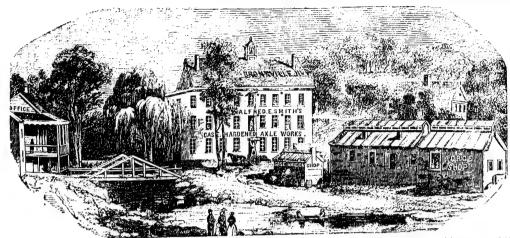
Universally acknowledged the best and heapest Spoke Lathe now in use.

Orders respectfully solicited.
NELSON FULLER, Pres't of the Company.

July-1857

July-1857

The most extensive Case Hard Axle Works in the World.

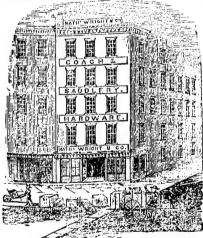


AT THIS ESTABLISHMENT ARE MANUFACTURED ALL SIZES AND KINDS of CASE HARDEND AXLES, from Skeleton Wagon Axles to the largest kind of any style, comprehending the Plain, Solid Collar Taper, Philadelphia Style, 4 oil chambers to the Boxes; pute oither action of the style of the Swelled Taper, Solid comprehending the Plain, Solid Collar Taper, Philadelphia Style, 4 oil chambers to the Boxes; nuts either square or six square, with or without flanges, as ordered. Also, Swelled Taper, Solid Collar Axles; Baltimore or Collinge Taper Axles, five oil chambers in boxes; A. E. Smith's Patent Baltimore "Mail Patent" with 5 oil chambers. The peculiarity of this patent is, the box runs into the Collar instead of running over it in the old way, keeping out more effectually the dust, grit, &c., that is apt to get into axles and boxes after the washers wear; a smaller hub can be used, the spokes are less liable to be cut off, and a deeper and entire bearing against the collar can be gained. The Old Collinge Exculsii Axles are also made here in great perfection, of all sizes. Also, A. E. Smith's newly patented correctated boxes, made from malleable iron, having from 12 to 20 oil chambers running longitudinally to within 15 inches of each end, making the boxes lighter, stronger, and easier to wedge in the hub, and when in cannot turn around in the hubs, on account of the axles heating and sticking as they sometimes do in the old around in the hubs, on account of the axles heating and sticking as they sometimes do in the old way, because of the corrugation or ribs on the outside of the boxes. All these axles are made from Chargoal Hambers and Magnetic Iron, and are all warranted. The references of this concern are generally the most extensive Coach-Makers in this country. A. E. Smith's Patent Washers, which hat they there as long as the ordinary washers, are applied to his Washers, which last about ten times as long as the ordinary washers, are applied to his axles without extra charge, and when ordered separately, are sold at from three to five shillings a sett. Address ALFRED E. SMITH, Bronxville, Westchester County, New York.

N. B. When Mail Patent Axles are ordered, the old style is sent, unless specially desiring the new style. By the old style I mean the three long bolt with box going over the collar.

Aug-1857

NATR'L WRIGHT, WM. W. HILL. JOHN WOODWARD, CO.. WRIGHT



Importers, Manufacturers, and Dealers in UDAÇII & SADDLERY HARDWARE 324 Broadway, Cor. Hamilton St.,

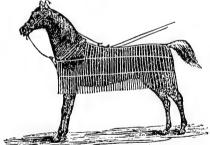
JOSEPH TROTMAN, SADDLE-TREE

MANUFACTURER,

413 West Sixth Street, opposite Cutter, CINCINNATI, O.

N. B. All Orders punctually attended to. [July-1957]

KIDDER & BROTHER,



230 Pearl Street,

YORK, NEW Manufacturers of every description of

KERSEY, WOOLEN AND LINEN

Fly Nets & Neck Cords.

Every variety of

EAR TASSELS, REIN WEB AND WEB HALTERS. [July-1857

Wholesale and retail.

KASSON FRAZER.

PETER BURNS.

FRAZER & BURNS,

Syracuse, N. Y.,
MANUFACTURERS AND EXCLUSIVELY WHOLESALE DEALERS IN

SADDLERY HARDWARE.

Proprietors and Patentees of the

Adjusting Trees, Hames & Buckles.

The COACH-MAKERS'

208 Main St., CINCINNATI, O.

WE WOULD CALL the attention of Western and Southern Coach-Makers and Dealers, to our very extensive assortment of

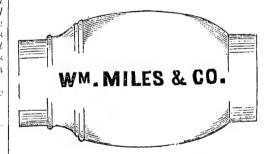
CARRIAGE HARNESS. consisting of every grade and style, and which we offer to the trade on the most faverable terms.

Orders respectfully solicited and promptly at-

tended to.
J. C. SHACKLEFORD & CO. May-1857.

WILLIAM MILES.

WILLIAM JAMES.



NEWARK

THE MOST EXTENSIVE ESTABLISHMENT OF the kind in the United States. Always on hand from 20,000 to 40,000 setts of Enn, Gun and Oak Hubs, of all sizes, from 21/2 to 20 inches in diameter, and proportionate lengths, and suitable for every description of work. Our large stock enables us to fill orders of any extent with the greatest possible dispatch.

Feb-1857 Rear 376 Brond St., Newark, N. J.

T. SMITH & CO.,

54 Beckman Street, New York, WHOLESALE MANUFACTURERS OF EVERY DESCRIPTION OF

RIDING SADDLES,

Which are offered to the trade on the most reasonable terms. We feel confident that we can furnish Saddles of every kind, to Southern and Western Saddlers at a much lower price than they can make the same article for.

Orders solicited and promptly attended to. July-1857.

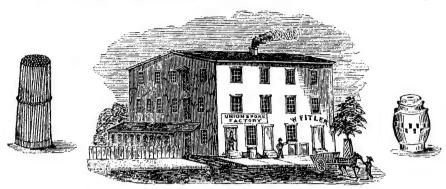
J. M. CORNWELL

SAMUEL KERR.

CORNWELL & KERR, Silver and Brass Platers,

SADDLERY HARDWARE. No. 3 St. Clair Street, near the Bridge PITTSBURGH, PA.

Philadelphia Union Spoke and Hub Manufactory.



Of every variety kept constantly on hand. Our stock of finished work is very extensive, so that we are at all times prepared to fill Orders at short notice.

Stock selected with the greatest care, and from the best that the country affords. Any quantity of the very choicest white hickory and second-growth Timber will be found our mammoth establishment. ELDREGE & FITLER, Philadelphia. at our mammoth establishment. June-1857

The Greatest Improvement of the Age:

MCELROY'S Patent Elliptic C Spring and Coupling.

The Best and Cheapest method of constructing pleasure Vehicles ever discovered.

IMPORTAL'S TO

Carriage Ironers and others in the

Iron Business.

HIRAM ABBOTT'S

UPSETTING MACHINE,

UPSETTING MACHINE,

The Best and Chapest method of constructing pleasure Vehicles ever discovered.

The order of the vehicles are discovered.

The order of the vehicles of the second of the control of the manufactures of the trees of noting stands a changed of the control of the manufacturers wishing to use my least the control of the manufacturers wishing to use my lumptovement, see plate of Hubstra Chapter of one wheel in passing over stores and intended in passing over stores and intended in passing over stores and intended in passing swill be made to Spring and the store of safet han the frown patent.

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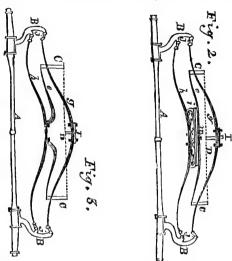
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FREEMAN'S PATENT BUGGY.

Patented in the United States, Oct. 21, 1856.



THE SUBSCRIBER WOULD RESPECTFULLY CALL the attention of Coach-Makers and the Public generally, to his improvements in Carriages, (patented as above) a full description and illustration of which may be found in the 2nd No. of the 2d Vol. of the Magazine.

These improvements have, within the last few months been thoroughly tested upon every variety of road, and proved by practical 'demonstration to be an invention of real standard morit, and where introduced their sale has superceded that of all other buggies. The manufactory at which this carriage was first nade and introduced, has, in consequence of the call finited to keep pace with the growing demand. Combining, as they do, unequaled case of motion, beauty of design, lightness and strength, they cannot but become a universal favorate wherever introduced.

The above engravings show the form and arrangements of the Spring, and the method of hanging the body. For a full Plate V, Vol. 2, of this Magazine.

The subscriber now offers this invention to the Public, with a feeling of confidence, that the purchasers will feel suissided with, and reap a profitable harvest from any investments they may make in it. Rights and licences to manufacture and sell this invention, may be obtained upon casonable and accommodating terms, by addressing the subscriber at Burford, Brant Co., C. W. DANIEL FREEMAN.

COACH LACE CO.,



John St., near Spring Perch Factory. BRIDGEPORT, CONN.

MANUFACTURERS OF

Coach Lace and Fringe, ROPE & TASSELS, SPEAKING TUBES, FOOTHENIS HOLDEBS:

FROGS, CUT AND CORD TUFTS. W. BOSTON, Manager.

Feb-1857.

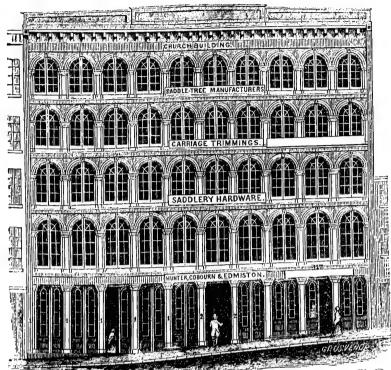
John A. Gardner, Silver Plater,

811/2 Bowery, between Hester & Walker Sts., N. Y.

MANUFACTURES TO ORDER, AND KEEPS CONstantly on hand, all kinds of plated Garriage Hardware,
and Trimmings. Saddle and Harness Makers will also find a
full assortment of Tevrets, Hooks, &c., of the latest styles,
1] ? Dashes, A kle-nuts, and other jobs left at this shop will
be plated expeditiously, neatly, and on very reasonable terms.

April-1857

The Coach-Makers' Great Western Depot.



HUNTER, EDMESTON & CO.,

IMPORTERS AND MANUFACTURERS OF SADDLERY HARDWARE, CARRIAGE TRIMMINGS, SADDLE TREES, LEATHER,

SPRINGS, AXLES, &c.,

No. 2, Church Building,

Walnut Street, between 3d & 4th,

CINCINNATI, OHIO. UR arrangements are to have daily receipts of new and fashionable goods in every department of our business at very low prices.

Particular attention given to Orders.

CHAS. G. HARMER. JNO. P. HAYS. HENRY HANNAH.

HARMER, HAYS & CO., IMPORTES OF ND DALS IN

SADDLERY & TRUNK HARDWARE, 1800P IRON, ENGLISH BRIDLES,

Kerseys, Patent Leather, &c.
NO. 72 BEEKMAN ST.,
(Late 273 Pearl Street,)
NE W YOR K.

The attention of Coach Hardware and Saddlery Dealers is respectfully called to this Establishment.

[May-1857]

Tacks, Gimp-Tacks, Brads, Finishing Nails, Hot Pressed Nuts and Washers.

CHESS, WILSON & CO.,

119 Water Street, Pittsburgh, Pa. MANUFACTURERS OF

TACKS, BRADS,

Sterling & Co.'s Hot Pressed Nuts and Washers.

New Saddlery Hardware and Carriage Trimming House.

M'WHINEY, HARE & CO., IMPORTERS AND WHOLESALE AND RETAIL DEALERS IN FOREIGN & DOMESTIC

HARDWARE SADDLERY

No. 135 Wood Street, Pittsburgh, Pa.,

No. 135 Wood Street, Pittsburgh, Pa.,

WHERE WILL BE FOUND A COMPLETE AS
Makers and Saddlers, which have been purchased direct from
the manufacturers, and selected with great care as to quality,
which we will sell to cash and prompt time buyers below the
usual market rates. Our arrangements with the manufacturers enable us to have constantly on hand the newest and
most fashiomable Goods in every department of our business,
at very low prices.

Particular attention given to orders.

[Feb-1857]

J. Y. M'LAUGHLIN & CO.,

TANNERS, AND MANUFACTURERS OF

Japanned Grain Skirting, DASH, COLLAR, RAILING, ENAMELED HIDES,

And every description of

FANCY COLORED LEATHER,

Pittsburgh, Pa.

PARTIES VISITING THE CITY by taking a Lawrenceville Commibus at the corner of Fifth and Marketstreets. Our leather can be seen and orders left with Leech & Mair, 127 Wood street.

JAMES PIERSON & CO., MANUFACTURERS OF

Coach Varnishes,

Railroad Avenue, Cor. Chestnut Street, NEWARK, N. J.

To compete in qualities and prices with Nobles & Houres English Varnishes.

Carriage or running parts

Japan
Also, Furniture Varnishes No.'s 1 and 2 extra Light, Flowing,
Polishing, Scraping and Shop, superior to any in market.
Manufacturers and Dealers who have heretofore despaired
of procuring an article of American manufacture equal to the
English in every respect, are only invited to give the subscribers a trial, as they can submit their Varnishes to the test of
being placed side by side with that imported. In order to satisfy consumers that our Excusar is in every respect what we
represent it to be, we can refer them to some of the first Coachmakers in New York.

Mr. Weldon, one of our firm, is a practical coach painter.
May-1857

DANIEL PRICE.

THEO. BOND.

PRICE, BOND & CO., Copal Varnish

MANUFACTURERS,
275 Rallroad Avenue, Newark, N. J.
OUR SENIOR PARTNER, MR. PRICE, HAS BEEN
of the well known House of Bigelow & Price, from its
commencement, up to July 1st, 1856, and our Mr. Bond from
the House of D. Price, Fitzgerald & Go.
We therefore flatter ourselves, that from a long experience
in this particular branch of business, we shall be enabled to
give entire satisfaction to purchasers, We would respectfully
call attention to the following list of the most prominent
kinds, but more particularly to our Goach Varnishes, to which
we challenge competition from any and every quarter, viz:
Elastic, or imitation English Coach-body Varnish, for Railroad Gars, Onnibusses and Goaches;
Wearing Goach-Body,
Hard drying Goach-Body,
Coach-Body,
No. 1 Coach or Carriage,

" 2"
White Gopal,

White Gopal,

Damar, Black and Brown Japans, Together with all the varieties of Furniture Varnishes. Newark, Feb 1, 1857.

HENRY OLNHAUSEN, Silver, Brass, and Princes Metal PLATEL.

No. 1 Exchange Block, Broad Street,

WOULD respectfully inform the Public that he is prepared to do all kind of Plating in his line, finished in the best style, and is confident that his work will meet general satisfaction.

Special attention will be devoted to Coach work. Conch irons from any part of the United States conveyed by express or otherwise, to me, will be promptly plated and returned at a short time. Terms for Goach plating, 6 cts. por inch.

REFEUENCES:

Blake, Williams & Go., Columbus, Ohio,
E. & H. F. Booth,
Wn. Bauder, Gircleville,
R. Wissler, Ghillicothe,
John Wilhelm, Wooster.

April-1857

Great Western Bolt Works,

Corner of Western Row and Betts sts., Cincinnati, Ohio.

S. T. J. COLEMAN,

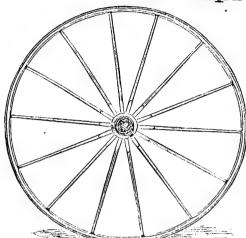
MANUFACTURER OF

COACH AND CARRIAGE BOLTS,

Turned Collars, Machine Bolts, Six Sided Nuts, Pump Bolts, Bridge Bolts, Water Tank Bolts, Joint Bolts, Steamboat Stirrups, Gauge Cock Stems, &c., &c., &c.,

All from the Pure Sweed Iron, and every one guaran-[jan 1857.

The Greatest Improvement of the Age! Important to Carriage-Makers and





ASHE'S IMPROVED WHEEL TIRE

PATENTED JULY 1st, 1856, BY

WM. A. ASHE, ASSIGNED TO JOHN C. HAM,

MANUFACTURER OF

Carriages, 258 Broadway, N. Y.

C. HAM solicits the attention of Manufacturers, G. HAM somens the attention of a well as gentlemen owning Carriages, Buggies, dc., to this important improvement, which was thorough the desired to the oughly tested before being patented and offered to the

The superiority of this tire over that in common use will be manifest to the most casual observer, while the manufacturer and amateur cannot fail to appreci-

the manufacturer and amateur cannot fail to appreciate its true merits—the first of which is, that it requires no bolts to facten the tire to the felloc, leaving that in its full strength, besides being a saving of the bolts and the time for boring and fitting.

Secondly, the tire having internally a raised bead in the centre, fitting into a groove on the periphery or external surface of the felloc, acts as a key at the sections of the felloc, preventing their wearing or bending. Thirdly, in resetting one of these tires, there being no bolt holes, and none to be made, the wheels or fellocs will not, as with the old tire, be weakened with a multiplicity of holes, but as solid as it ever was.

Mr. Ham is ready to make arrangements with Coach Manufacturers for the sale of Town, County and State

Manufacturers for the sale of Town, County and State Rights, for

Ashe's Patent Tire.

John C. Ham is now ready to furnish the iron for the above patent, which comes as low as any good tire iron that is used. He is also prepared to build any kind of Carriage with the above improved wheel tire. The Wheel and Tire will be found at his place of business, where he invites the public to call and examine it. CAUTION.

All persons are cautioned against infringing the above mentioned Patent.

Parties purchasing a Right will be furnished in large or small quantities with the Tire Iron stamped "Asin's Partiet, July 1st, 1856, J. C. Ham, Propartor," at the rate of one hundred dollars per ton.

The above engraving will serve to illustrate the application of the tire to the rim. The groove is cut with a Plane or Router, which J. C. Ham will furnish for \$2,00. The following are some of the advantages claimed in this improvement: 1st—Obviating the use of the ordinary number of bolts. 2nd—Preventing the tire from slipping. Fd—Straightening the rim, if crooked. 4th—Time saved in its application. 5th—From \$2 to \$3 saved in every set of wheels to which this tire is applied. 6th—Is lighter and All iron manufacturers are authorized to roll this iron, so that it can be had with as much facility as that of the ordinary kind. Mr. Ham will sell shop rights at the following low rates, and gives a reasonable credit, viz:

	VIZ:					-		
When	re 10	hands	are	employed				#195 NO
ı	20	"		4	*******	 		 900 00
"	30	"			******************************			,5
"	40	• 6						
* *	50	1.6		* 5	****		• • • • • •	 500 00

The tire can be seen on wheels at Mr. Ham's Repository that have been run for over one year, and which will at once show the purchaser that it is what it purports to be, the best improvement of the age, in carriage wheels. Address J. C. Ham, as above. [July-1857.

C. F. DIBBLE.

B S. PARDEE.

AT IVES STATION, HAMDEN, CONNECTICUT,

(Post Office Address, Mount Carmel, Connecticut,)

MANUFACTURERS OF ALL KINDS OF

CARRIAGE, CUACH, AND SADDLERY BRASS, ELECTRO, CLOSE PLATED, AND JAPANNED.

EALS ES are respectfully invited to call and examine our large and varied assortment of patterns, for the arty every description of Carriage and Harnes: Mountings, to which we are continually making earlined is inhibited addition. Among our new conditions would invite e-pecial attention to our improved in of the every Cap and I ridge peer Band. Also, to our Octopen front Series Cap Band, which, while it diverges become for a cap, it also the most showy and begatiful Coach Band ever invented.

These Pands are not made by any other Establishment.

Goder: to any amount filled at hort notice, and particular attention given to Packing and Shipping.

Terms and Price Lista sent by mail to Dealers only. All Communications addressed to us as above, will gasely in stant attention.

[March, 1857.] receive in dant attention.

Coach Hardware and Trimming Dealers.

JENNINGS'

PORTABLE (FOLDING CARRIAGE TOPS,

INIVERSALLY acknowledged to be the cheapest and most convenient contrivance for Buggies, Express Wagons, driver seats on Om-

We do not wish to be understood as claiming this top applicable to the finest and most costly work that is intended for tops. But we do claim its superiority over the ordinary construction of tops, for plain work, and for all second-hand vehicles

A Carriage-Maker having a number of these tops on hand, can furnish a second-hand buggy with one in such a short space of time, as not to detain his customers over half an hour, and when done, he gives him a durable top at half the ordinary cost, and one that retains the very desirable advantage of being shifting or movable, which alone on ordinary tops costs \$10.

[3] Coach-Makers and Dealers will be fur-

nished with these tops, done up in neat packages, wholesale and retail, on the most favorable

KS' Address all orders to our "Portable Top Repository," No. 398 Broadway, New York. JENNINGS & JONES, Proprietors. Aug-1857

Rochester Plating Establishment.

upon the most reasonable terms. Harness Trimmings, Pole Yokes and Hub Bands of the latest styles and best finish kept constantly on hand and made to order. Orders from Coach-Makers and others respectfully solicited.

Terms-5 cts. per inch for light work; } plate, 4 ets. $\rm Aug-1857$

Improved CARRIAGE BRAKE.

THE undersigned begs leave to inform the public, and especially the Carriage and Wagon Makers, that he is now prepared to sell on the most reasonable terms, Shop. Town, County, or State rights, of his improved mode of brakeing Carriages and Wagons. The simplicity and durability of this brake is such as to recommend itself to all these who was it is not commend. itself to all those who see it in operation.

Address GEORGE HAUCK Mechanicsburgh, Cumberland Co., Pa. P. S.—See Illustration in August number of this Magazine. G. II. Aug-1857

EDWARD F. FOLGER.

WM. A. BIRD, JR.

EDWARD P. FOLGER & CO.,

WAOLESALE AND RETAIL DEALERS IN

FOREIGN & DOMESTIC HARDWARE,

Cutlery, Iron, and Carriage Trimmings, &c., Cor. Pearl and Seneca Streets, Buffalo, N. Y.

N. B. A full assortment of the celebrated ULSTER IRON always on hand. [Aug. 1857

THE

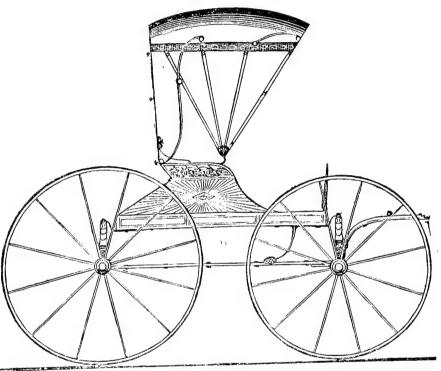
COACH-WAKERS' WAGAZINE.

VOL. V.—NO. 6.7

NOVEMBER, 1857.

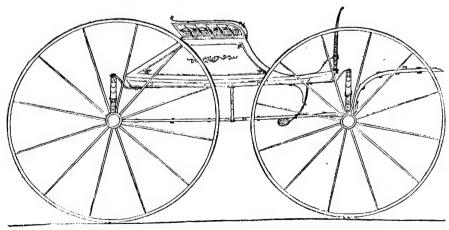
[C. W SALADEE, Proprietor.

SUN-BOOT BUGGY.



The body of this buggy, as will be seen, is perfectly straight, without the semblance of a curve. The Boot is of wood, carved to represent the rays of the sun, which, when tastily painted, gives the buggy a fine appearace.

CONCORD TROTTING BUGGY.

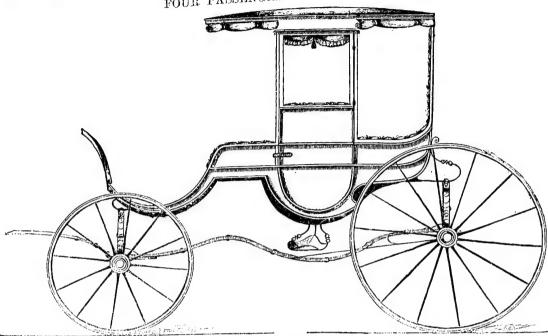


The above cut represents a Concord Trotting Buggy. It is a nice thing for an open vehicle; light, strong and simply constructed.

-colony of



FOUR PASSENGER ROCKAWAY.



Magazine, but in compliance of a requisit in the following letter from our New Haven friend, we give it another insertion.

MR. C. W. SALADEE.

zine. Although there is, as we are all aware, a great deal of predjudice existing against anything that is regarded as a little out of date, yet I think you cannot render your patrons a better service than to give this cut a fresh insertion in your highly

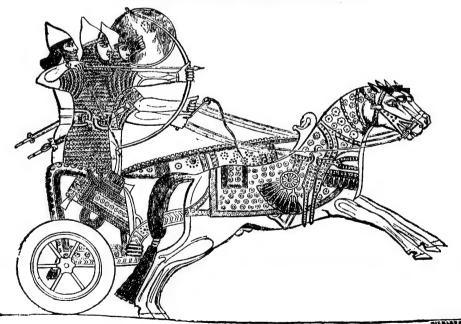
The above plate has been used before in a former No. of the lagazine, but in compliance of a requisit in the following letter om our New Haven friend, we give it another insertion.

NEW HAVEN, CONN., October 11, 1857.

In. C. W. Saladee.

Dear Sir :—Inclosed I send you a cut of a few passenger of a few passenger which naturally suggest throughly story to the mind of every which naturally suggest throughly so the mind of every Dear Sir:—Inclosed I send you a cut of a four passenger painter, which naturally suggest themselves to the mind of every rockaway, taken from a back No. of your Coach-makers' Maga-mechanic, would add materially to its elegance and beauty. I

OLD EGYPTIAN WAR CHARIOT.



Here is an old Egyptian War Chariot, whether it is an exact representation of Pharoh's, that is supposed to be entombed in the sands of the Red sea, is not certain.



EDITOR'S TABLE.

THE EDITORS' SALUTATORY.

My introduction to the public is from a new and untried position.

my life in a workshop, it is now with reluctance that I yield to the urgent solicitations of the proprietor, and the earnest request of my associates and friends, to lay down the hammer and hands-more than my ability will allow me to perform.

sibility of discharging the important duties I have consented to depression of trade, will soon have passed away, and the sunny assume, without a feeling of extreme difficence, in view of my inability to meet satisfactorily the demands which will be made upon me by the numerous patrons and readers of the Coach-makers' Magazine. Indeed, it is a task from which I should shrink, branch of business; and then, in your advance preparation for were I not assured of the hardy support, and sincere co-opera- for spring trade, you will realize the advantage you have gained tion of those whose practical knowledge, mechanical skill and by the help of the force you have struggled to maintain through literary attainments, eminently qualify them to give a strong arm the winter; for a few weeks of the busy season will more than of support, and render efficient aid in any and every emergency. I therefore cordually invite all friends of progress-all those whose motto is, "Educated labor, the loveliest and grandest element of human progress," to lend a helping hand in elevating the standard of God's nobility—the working man—assuring my patrons become good again, as they must before spring. And on the other and the public, that in whatever respect I fail to meet their expectations, my strongest incentive is usefulness.

To this end I shall devote my best energies, hoping a generous public will appreciate my motive, overlook my defects, and second H. N. PRENTICE. my efforts to do good.

HARD TIMES.

We are bound by the injunctions of Holy Writ, as well as by every tie of humanity, to bear each others burthens.

righteous mandate, and especially is it charitable and humane to do so in a crisis like this.

For it is truly pretty hard times. Amidst unparalleled prosperity, in a time of profound peace and unusual health, in a season too, when a kind Providence has showered down upon us every good gift our desires can encompass; when our granaries are overflowing with the precious cereals; and our fields are scarce to take the magazine as before, without drawing any cash from relieved of the burthen of their golden ears; behold! we are in the employer. the midst of poverty and want, and bankruptcy and ruin stares us in the face. For instead of offering up thanksgiving with grateful hearts, men have sought the possession of more than was legitimately their own, they have strived to possess the fruits of others labors without rendering an equivalent.

To this end they have plunged into debt, jobbed in stocks, operated with banks, speculated in railroads, till our finance is ruined, business deranged, and emyloyment exceedingly hard to be obtained. Let the employer and also the employed think of this, and bear each others burthen. Let carriage makers and me- executed with fidelity and despach.

chanical proprietors remember this, and so far sacrifice their interest to principle-if indeed the sacrifice be necessary-as to retain their present number of hands so far as possible, rather than send them adrift to buffet the driving storms, and chilling blasts of a dreary winter, without the means necessary to throw Being bred a mechanic, and having spent a good portion of around their wives and their little ones the comforts of life, and protect them from want and woe, from hunger and from cold. In doing this you may suffer some temporary inconvenience, but our word for it, you will lose nothing in the end. In doing this you take up the pen. I am aware that many difficulties attend the will not only possess the joys of an approving conscience, but situation assigned me, as that much will be required at my amid tears of gratitude, there will be poured upon you the grateful thanks of the many you have thus made happy. But this is And it is impossible for me to take upon myself the respond not all, for the gloomy days of winter, made doubly so by the days of spring will re-appear, warming again into life and vigor our whole financial system. Then our citizens, buoyant with hope, will commence again with renewed strength every compensate you for all the losses you have sustained in your noble efforts to bear each others burthen. Besides, if you discharge your hands now, many of them will be obliged to leave, and it will be found no easy matter to fill their place, when times hand, the employed generally, should consider and exact no more that will barely provide the comforts of life; and in this they can be supplied with far less means than seasons formerly; for the crops of the past year has been abundant in every particular the world over, and provisions are, and will continue to be cheap, so that half the weekly allowance of money of former years will suffice to make all comfortable and happy.

And to convince you that we practice what we preach, turn to our prospectus. There you will see that we have offered our And it is at all times wise, as well as profitable, to heed this magazine on the most favorable terms, extending the time of payment to clubs, clear beyond the present pressure, far into the palmy days of renewed prosperity.

No one can fail to realize the advantage this offer is to both the prop ietor, and to the journeyman and apprentice. For while it gives the proprietor an opportunity to pay so much to his hands-for which we wait till May-it gives the hands a chance

We hope therefore that the friends of the magazine will realize this, and be active in making up their clubs, and sending in the names for the forthcoming volume.

Z. C. ROBBENS, Esq.-The readers of the magazine will notice in this paper the card of our friend, Z. C. Robbens, Solicitor of Patents, Washington, D. C.; to whom we would refer them for the tranaction of all business pertaining to the patent office, assuring them that all business entrusted to him will be

COOK AND

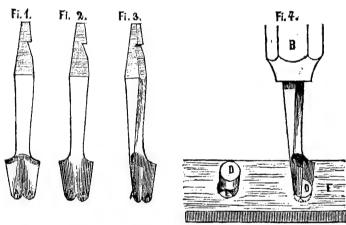
BUSINESS DEPARTMENT.

The following is the manner in which our "Plug Cutter" will be disposed of. There are hundreds of journeymen who object to the idea of being compelled to purchase these bitts at one particular place, or from one particular party. First, because the journeyman who resides at a great distance finds it inconvenient to send for them, and in case he should break one, and should want it repaired immediately, could not do so. And, in the next place, many contend that if they had one set, and should break one, they could replace it with less expense in a much shorter time than to send to head-quarters, by having the "carriage ironer" to make a substitute out of some old centre, or auger bitt. In consequence of this we shall adopt the plan given below, and then each and every man having the right can make, or cause to be made, his own bitts, after the first set.

Our prices will be as follows: For one "personal right" and one set of bitts, \$5. When three rights and bitts are taken in the same shop, \$12.

The following is the form of the deed:

SALADEE'S PLUG BITT.



KNOW ALL MEN, That I, CYRUS W. SALADEE, of Columbus, Ohio, did obtain LETTERS PATENT, of the United States, for a new and improved Plug Bitt, for the purpose of cutting out cylindrical blocks of Wood, bearing date May 23d, 1857, for the term of fourteen years.

Now this indenture witnesseth, That for and in consideration of the sum of \$5, paid to me by S. W. Seman, of Philadelphia, State of Pennsylvania, (the receipt of which is hereby acknowledged,) I do hereby sell to said Seman the RIGHT of the use of my Plug Bitt, together with one set of the same, to the full end of the term for which Letters Patent were granted, together with the privilege of making or causing to be made, the Bitts for his own personal consumption; but in no case to be allowed to make and sell, or cause the same to be done to any person whatsoever, as this right is granted for his personal use only; and which right he shall enjoy in any part of the United States.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of October, 1857. C. W. SALADEE.

Per ALEX. ARMSTRONG, Agent.

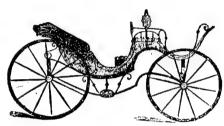
Deeds and Bitts sent in neat packages by mail to any part of the United States or Canadas, free of postage.

We have just received a heavy lot of our "Plug Cut-street, Cincinnati, Ohio.

ters" from the manufacturers. The set consists of three pieces—one bitt to cut a plugs; second size, I inch, and the third size, for a inch. These bitts are finished off in the most superb manner possible, and are made by the best bitt manufacturers in this country—Messes. Watrons & Co., Rayenna, Ohio.

NOTICE.

We will send the following cut to any part of the United States on the receipt of \$1, and 20 ets. in stamps to prepay postage.



It will be seen we have reduced the price of this cut. Our present facilities for stereotyping are such, that we feel justified in putting these fine engravings at this reduced rate, and thus put into the hands of every coach-maker a cheap illustration for his newspaper advertisements.

C. W. S.

TOP LIFTER.

The proprietor has just secured another patent upon this important invention, dated September 1, 1857. It is now covered by two patents, in such a manner that it can never be got around or infringed upon by any other improvement of the kind. Its manifest utility is fast bringing it into notice and universal adoption by carriage makers, and others who have an opportunity of witnessing its operation. It is an attachment that no top buggy should be without. The rights have been disposed of for a large amount of territory already, although but a few weeks before the public.

W. & H. Recrey, of Groveport, has the exclusive right of the State of New York, who will dispose of the same in shop and county rights.

Wm. Sanderson, of Mt. Vernon, has Knox county, Ohio.

Wm. Bears, of Milan, has Erie county, Ohio.

P. Windle & Sons, Washington, has Fayette county, Ohio.

John Grant, of New Burlington, has a right.

E. Bomgardner, of Belmont, has Green county, Ohio.

Bigelow & Co., of Pittsburg, has Alleghany county, Penn.

C. H. Stark, has Westmoreland county, Penn.

Mr. Henry D. Fowler, has the agency of Kentucky, and is now in that State, rapidly disposing of shop and county rights.

QUEEN CITY VARNISH COMPANY.—The enterprising proprietors of this establishment have achieved a world-wide renown for the excellency of the various articles in their line, as well as their promptness and gentlemanly deportment among their customers. Coach-makers and others, having use for anything in their line, will do well to give them a call, No. 43, Vine street, Cincinnati, Ohio.

-cooks (

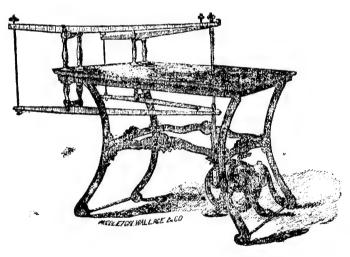


COACH-MAKERS' MAGAZINE. THE

LANE & BODLEY'S MACHINE WORKS-NO. 1.

In compliance with a promise made in our last issue, we now propose giving a series of illustrations of the various kinds of done the "clean thing." He says: carriage manufacturing machinery made at the works of Messrs. Lane & Bodley, of Cincinnati, Ohio. These gentlemen have for several years been successfully engaged in the manufacture of the celebrated Boring and Mortising Machine, known as the "Lane & Bodley Machine," and from the liberal patronage they have received, directly and indirectly from the carriage fraternity, they have been stimulated into renewed action, the result facts are, he refused to pay the bill before I said anything of which has been the establishment of a new and commodious the kind. Of the rumors, &c., I have heretofore written, they factory, on the corner of John & Water streets, where they are constructing every variety of machinery that can be adapted in the manufacture of Carriages and Wagons.

The illustrations we shall give from month to month, will enable the reader to form a correct idea of the various kinds of labor-saving machinery that can be purchased at this establishment. With the extensive facilities these gentlemen now possess for the prosecution of their work, they are enabled to furnish machines of the most complete workmanship, and on the shortest notice, so that parties ordering from a distance may not only expect a good article, but that their orders may receive prompt attention. Both of these parties are practical machinists, and each devotes his time unreservedly to the business.



The above cut represents one of the saws of Lane & Bodley's Machine Works, Cincinnati, O. The prevailing feature of this saw is simplicity. It moves without sash, slides or springs; consequently with as little friction as though operated by hand. Two V shaped levers—the one above, the other below the table—are pivoted on two iron columns. At the angle of the V the saw is inserted, while the other ends of the levers are united by light iron rods. This "vibrating frame" carrying the saw, is set in motion by a fly-wheel and a crank beneath the table, giving it a smooth and rapid motion, at the same time consuming the very least possible amount of power. It is erected on a neat iron frame, and is ready for operation when it leaves the factory. The amount of power required to operate is so small, that in shops where there is neither steam nor horse power, it can be very profitably worked by the power of one man turning a wheel.

It would seem, from the following letter, that our old friend, Mr. Stratton, has been smitten by a conscience of not having

NEW YORK, Oct. 28th, 1857.

MR. SALADEE - Dear Sir : - I wrote you on the 20th Aug., giving you a faithful account of my visit to A. E. Smith, on your ousiness. I have not seen him since, I believe, but he called on me to-day-I was absent, but he told Washington (my son) that you had sued him; you had asked a reason for his conduct, and hat he had written you that I had told him that I did not become from three or four different parties, (some I have since found were interested) but I am now fully convinced that you can continue to publish, and I hope you will do so. I think he (Smith) ought to pay you, and I think you can make him. I have no further interest in this matter than to let you know that anything he may expect from me in the shape of evidence will be against him.

I am very sorry to find that I have been unfortunately led, through the influence of others, however innocently, to stand in the way of your interests. I can only say, that I shall, for the future, attend strictly to my own business. After what has passed, if I can do anything for you in collecting that bill, I

will do it with pleasure.

Yours, very truly, EZRA M. STRATTON.

It is with no ordinary degree of pleasure, that we notice the disposition here manifested to make a confession of the wrong that has been perpetrated against us on the part of Mr. Stratton. But it is laughable, after all, to see what a mean estimate he places on his own "able judgment," in attempting to justify" himself by saying he was "led, through the influence of others," to do us an injury. What! are we to believe that E.M. Stratton, a man highly respected as a good citizen, honored as a Christian, and applauded by the multitude as a thorough scholar, a deep thinker, and an able writer, is a weak and trifling little tool, to be led by the nose into any and every mean conspiracy "through the influence of others?" No, no, no. We will not do him the great injustice to believe it for a single moment.

We admire the resolute determination, "I shall, for the future, attend strictly to my own business." Many a great fortune has been acquired, many a proud and lasting honor has been won, and many are the friends that have been made by those good men, who "attend strictly to their own business." We have no good reason to doubt, but that the same good fortune may light up the future path of our old "assistant," if he "attend strictly" to the heavenly dietates of this, his most righteous resolve.

We appreciate his kind offer to assist us in the collection of the claim we hold against Mr. Smith, but must respectfully decline, as we do not intend intruding upon his good nature any longer; nor shall we exact of him to "pick up chips as pigeons peas" for any of the forthcoming numbers of the "Coach-Makers' Magazine," although we pay him for his service for the whole C. W. S. year, as agreed upon.

THE SENIOR EDITOR'S SIGNATURE.—Our readers will hereafter recognize all articles in the Magazine over the initials of "C. W.S.," as from the pen of our senior.—ED.

COO CON



OUR CHARTS.

What carriage maker does not desire the neatest, most attractive, and with all, the cheapest method of advertising his business j

There is no one, that is certain.

Then send and procure our charts, a finely illustrated sheet, 28 by 35 inches, bordered all around with some five dozen beautiful cuts, embracing omnibuses; coaches, rockaways, buggys; sulkys, spring wagons, sleighs, and hearses, in short, every variety and vehicles now in use in our country.

PRICE.

100 copies, - - - \$15 00 1000 " - - 100 00

C. W. SALADEE,

Proprietor of the Coachmaker's Magazine.

The following is the closing up of a business letter from an eastern carriage-maker.

STRAININ GTOPS.—The impropriety of putting the back or long joint on the back bow, instead of the second one, as usual, must be obvious. The back bow is the one that requires the most support from the joints, beside this way, the tops can be more properly strained without drawing too hard upon the back quarter of the top, and by letting the forward or front joint extend from the front to the back bow, the whole top is strained evenly, and there is no sinking in between the back and second bow. Then again the joints are more out of the way of the curtain on a roll-up top, which obviates a difficulty which is a great convenience. The only objection to this method is the length of the top or front joint. But even this is no serious objection, if the joints are nextly got up and properly bent and proportioned. Please consider the subject.

Yours, in haste, C. II. NEWARK, N. J., Oct. 1, 1857.

THE LANDPHERE SPOKE MACHINE. — A number of our friends have made inquiries of us respecting this machine, and ask to know how it is operated, &c. We can do no better than to give the following, which we copy from one of our exchanges:

SPOKE MACHINES.—The first that forcibly strikes us, is one exhibited by Landphere & Remington, which is a neat and perfect specimen of its class, and compares favorably with the celebrated Blanchard Spoke Machine, one of which, (manufactured by the Newark Machine Company, Newark, N. J.,) is also on exhibition. The peculiarity of Landphere's is, that it planes the stuff longitudinally by means of two sets of rotary cutters, arranged above the timber to be turned, and having their bearings in swinging frames, that rise and fall, according to the profile of a plate over which they pass. Another profile plate causes a transverse movement of the cutter shaft in its bearings.

THE PATENT HUB IN NEW ORLEANS.

Of late there has been considerable noise made among a portion of our subscribers, respecting a new "metalic hub," patented by a gentleman in New Orleans. We are not aware of such a patent being in existence. Though we have been shown a sketch illustrating the improvement by our friends, Messrs. Roger Eimonton & Co., of Cincinnati. We expect soon to see the wheel in practical shape, when we will be able to post our readers of its merits and demerits.

C. W. S.

MURGATROYED SPRINGS AND AXLES.—The getter up of this contrivance doubtless acted upon the principle of the old adage, "that some things can be done as well as others," forgetting however, that the thing to be "done," must necessarilly be done upon the right principle, in order to make it operate, at least we thought so, when on driving through the street our buggy, the axle—constructed on the above principle—bent into a semi-circle, the top of the wheels rims, turning in upon the body and top, as if to embrace each other across the body, while the bottoms spread apart as though they spurned the street and endeavored to occupy both side-walks at the same time.

But we were not surprised at this result when we came to look a little into the principle of the thing. The high jack, resting upon the axles—supporting the springs at either end—serving as levers, operated by the heft of the body swinging to and fro, cannot fail to produce these results, unless made disproportionately large and heavy—but never mind, every dog must have his day.

C. W. S.

To PRESERVE GLUE.—Persons who use glue may save trouble, loss, time, and glue, if they will prepare it for use as follows:

Dissolve the glue in as small a quantity of water as possible, and at the heat of boiling water, and while warm, (and away from fire where alcohol will not inflame,) pour into the thick mass enough of alcohol to make it as thin as you want it, stirring briskly while adding the alcohol. Put it in a bottle, over the mouth of which tie a piece of air-proof India rubber. This glue may be preserved during many years, ready for use at any time. In cold weather it may need warming a little before use.

MERCHANT KELLEY.

BENTONVILLE, Indiana.

In answer to a notice contained in the last number, respecting the works of Messrs. Woodburn & Scott, we have received the following:

St. Louis, Oct. 29, 1857.

Mr. SALADEE—Dear Sir:—In answer to "A Subscriber" we would say, that we have not suspended operations, although "Subscriber" may have suspended payment. We do not fill orders for parties where their accounts are past due.

We are running full time, with an ample stock on hand, and stock on our yard to run as six mouths to come. We are prepared to fill all orders with despatch.

Yours, respectfully, WOODBURN & SCOTT.

West and southwest. The readers of the magazine may expect rich gleamings by his racy pen from the luxuriant fields of his travels, where, as he says, "he hopes to meet his friends on a level, and part with them on the square." Those having occasion to transact business with him in his line, will embrace this opportunity, as he will visit all the principal towns and cities west and south this winter. We hope his friends will encourage his mission among them.



MISCELLANEOUS.

SOMETHING ADVANTAGEOUS;

OR, A FAMILY FRACAS.

I once attended a very poor old man of the name of Jordan, in his last illness. I call him poor, but yet he was not in want, and had about him the comforts of life. When he was near his end, he said to me-

"Doctor, I want to know the truth from you. I am not in the habit of being flattered by the world. There was a time, indeed, when it fooled me to the top of my bent; but that was long ago. Do you not flatter me, but tell me your real opinion. Shall I soon die, or shall I linger on a brief career, in a world I am quite willing to be done with?"

"You desire, me," replied I, "to be candid with you, and I will. You are on your death bed."

"How soon shall I be immortal?"

"That I cannot say. But your hours, so far as human experience can teach me to predict, are numbered."

He was silent for a few moments, and a slight spasm passed across his face.

"Well," he said, "it is the lot of all. I have lived long

enough." "Is there no friend or relation, Mr. Jordan," said I, "to whom you would wish to send? You are here, as you have often told me, quite alone in lodgings. Perhaps you would like to revive some old recollections before you leave the world."

"Not one," he said.

"Are you so completely isolated?"

"Most completely. I have tried all relations, and found them wanting. But still I have remembered them, and made my will. It is now between the mattress and sacking of this bed, and Mr. Shaw the only honest attorney I ever met with, and who resides in Lincoln's Inn Fields, will carry my intentionable the state of the st tions into effect. I was rich once in early life. How dark a day."

"What day?" "To-day. How dark and misty it has come over, doctor."

His sight was going fast, and I felt certain that it would require but little patience, and a great sacrifice of time to see the last of Mr. Jordan.

"Yes" he continued, speaking in an odd, spasmodic fashion. "Yes, I was rich, and had many a crawling sycophant about me, many smiling faces at my board; but there came a reverse, and like fair flowers at a sudden frost, my kind friends hid their heads. I was nearly destitute, and thinking and believing that the tie of blood would be strong enough to bind to me, in my distress, those with whom I claimed kindred, and who had been delighted to claim kindred with me, I went to them a visitor.

"And failed." "And failed, as you say. They dropped from me one by one. Some remembered slight offenses; some were never at home; some really thought I must have been dreadfully improvident, and, until they were convinced I had not, they could not assist me. Doors were shut in my face-window blinds were pulled down as I passed. I was shunned as a pestilence—my clothes were in rags—my step feeble from long want of common necessaries. And then an old school companion died in the West Indies, and left me £20,000, which I received through the hands of Mr. Shaw."

"A large fortune! And your relations?"

"Heard of it, and were frantic. I disappeared from them.

From that day to this, they have not heard of me. Do you love wild flowers?

"Wild flowers?"

"Yes. Here are heaps just from the teeming garden. Look

"Come hither, laughing, gentle spirit," he said, "bring with you your heap of floral gems. Yes, I know this is the sweet violet. Mary, my Mary; God knows I love you.'

It was a strange thing, but, at the monent, the blind of the window, which I had drawn up to the top, came suddenly rattling down, and the room was quite dark. I raised it again, and then turned to the bed ___Mr. Jordan was a corpse! What a remarkable change had in these few moments come over the old man's face. The sharp lines of age had all disappeared, and there was a calm, benign expression upon the still features,

such as in life I never saw them wear.

"A restless spirit is at peace," I said, as I felt for the will where he told me it was placed, and found it. It was merely tied up with a piece of red tape, and addressed to Mr. Shaw, 20, Lincoln's Inn Fields; so I resolved to trust no other messenger, but to take it in my hand myself. I told the landlady of the house that her lodger was no more; and that she would no

doubt hear innuediately from his solicitor, and then I left.
"Well, Mr. Shaw," I said, after I had mentioned to him
the manner of Mr. Jordan's death, "here is the will, sir, and I presume I have nothing further to do than to thank you for

your conrtesy, and bid you good evening."

"Stay a moment," he said. "Let me look at the document.

Humph! a strange will. He leaves the form of an advertisement here, which is to be inserted in the morning papers, calling his relations together, to hear the will read."

"Indeed! Well, I shall, as I see I am named trustee, do as he "Yes. Well, I shall, as I see I am n wishes. He states that he is very poor."

"Why, he spoke to me of £20,000."

*

"Did he really? A delusion, sir, quite a delusion. £20,000! He had that amount twenty-five years ago. But, sir, as you have attended him, and as I happen to know he had a high opinion of you, I should like you, as his friend, to be with me, as it were, in future proceedings connected with his will!"

"In which there is a mystery, ch! Mr. Shaw!'

"A little-perhaps a little bit of post mortem revenge, that is all, which I am not now at liberty to descant upon. But I will take care to coincide with you, and I shall hope that you will follow the old fel'ow to the grave.

I promised that much, and duly attended the funeral. It was a quiet, walking affair, and from the manner of it I felt quite convinced that there were not funds to make it otherwise. A mound of earth alone marked the spot in the little church-yard at Barnes, where Mr. Jordan slept the sleep that knows no waking. A dr.zzling rain came down. The air was cold and eager, and I returned home from the funeral of Mr. Jordan, about as uncomfortable as I could.

The next day the following advertisement appeared in a morn-

ing paper, and caught my eye as I sat at breakfast:
"If any of the relations of Mr. John James Jordan, deceased, will call at the office of Mr. Shaw, 20, Lincoln's-Inn Fields, they will hear of something advantageous.'

I made up my mind to call upon Mr. Shaw during the day, and about three o'clock, I reached his chambers, or rather I reached the stair-case leading to them, and there I had to stop, for it was quite besieged by men and women, who were all con-

for it was quite pesieged by men and women, who were an conversing with great eagerness.

"What can it mean?" said an old woman; 'I'm his aunt, and of course I speak for my Ned!" "Well, but bother your Ned," said a man, "he hardly really belongs to the family. I'm his brother, Think of that, Mrs. Dean." "Think of what, you two-legged goose?" "Pho, pho," said another man, "I knew him well. I'm his eousin. Hilloa! what's this?" Who

are you?" A woman in tattered garments, but who still looked like a "Yes. Here are heaps just from the teeming garden. Look, too, how you cherub twines them in her hair. The stream flows deep to eternity!"

"Mr. Jordan, sir," I cried. "Mr. Jordan, do you know dear." "But I am hungry, mamma," said the little girl, who was holding her by a handful of her dress.

COCOCO

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"Oh, Mary-do not dear; we-we shall soon go home. Hush, dear, hush, hush? Is this Mr. Shaw's?"

"Yes," said a fat woman, "and who is you, pray?"
"I—I saw an advertisement. I am his aunt Grace's only child. My name is Mary Grantham. This is my only child. She-she is fatherless and has been so for many a day.

"What," cried a man, "are you the Mary he broke his

heart about?"

"Broke his fiddlestick," said the fat woman. "Good God, do I live to hear that!" exclaimed the woman with the child.

"You had better go up to the solicitor at once," whispered

"Come, I will show you his door."

I made a way for her through the throng of persons, and we soon reached the chamber. "Here is another of Mr. Jordan's relations, Mr. Shaw," said I, "I and you have had quite a

"I have indeed, doctor. You must come at twelve o'clock

by me to all around."
"I thank you, sir." She was about to leave the chambers,

when I interposed.

"Pardon me, madam," I said. "But as I was the only person with Mr. Jordan at the time of his decease, I wish to ask you a question. If I mistake not, your name was the last that passed his lips. 'Mary, my Mary,' he said, 'God knows that passed his lips. I loved you!'''

She sank into a chair, and burst into tears.

"You, then," I added, "are the Mary whom he loved. Ah, why did you not, if you can weep for him now, reciprocate the

passion?

"I did love him," she cried; "God knows, and he, who is now with his God, knows how I loved him. But evil tongues came between us, and we were separated. He was maligned to me, and I was wearied by entreaties and tears, until I married another. She, who has turned me from him, and severed two that would and should have been all the world to each other, confessed the sin upon her death-bed."

"Who was it?" said Mr. Shaw.

"His mother! From no other source could I have believed the tales I was told. But I did not then know enough of the world to think that there were mothers who could malign their We were separated-iny husband died, leaving me that last little one, of many. We are very, very poor-no one will help us -- an acquaintance showed me the advertisement, and urged me to come it was a false hope. But I find that there are strong arms and brawling tongues below, that I cannot contend against."

"Never mind that," said the solicitor; "it is my duty to read the will on Monday, and as a relation it is your duty to attend at the same time. I tell you to have no expectations."

I saw Mr. Shaw try to slip some money into her hand, and I saw a crimson flush come over her face as she said, "We can still work;" and then, fearing she had been harsh to one who wished to be kind, she shook his hand in both of hers, and said, "God bless you, sir, I thank you from my heart."

Bang, bang, came to the door of the chamber, a minute after Mary had left, and, upon its being opened, a man of about six

and thirty made his appearance.
"Something advantageous!" he gasped, for he was out of breath; "what—what is it? Give it me, give it me! How much? Good God, don't let anybody else have it. I'm his youngest brother-give it to me

"If you will attend here at 12 o'clock on Monday the will will be read."

Bang, bang, bang!

"I'm thoroughly besieged," said Mr. Shaw; "now, madam, who are you?"

who are you?

"Something advantageous," screamed a masculine looking woman; "I'm a relative—what is it? Come on, my dears. Here's my five dear daughters, and my baby—come along."

"Be off with you," cried the younger brother.

"Did you speak to me, you wretch," said the lady, and she planted a blow in his face that made him reel again. "Take that; I know you are a sneaking hound; you used to be called the chimpanzee in the family, you poor, storched-up looking bundle of cat's-meat."

Several more arrivals took place, and poor Mr. Shaw was fairly bewildered. Sounds of contention arose on the staircase, shricks from family combatants came upon our ears, and finally, I advised Mr. Shaw to paste a placard on the outer door of his office, on which was written:

"The will of Mr. Jordan will be read here on Monday next,

at 12 o'clock precisely."

The riot gradually subsided. The evening came on, and all the relations of the deceased had been and gone. Mr. Shaw and I supped together, and I promised to be with him punctually at twelve o'clock on Monday, for I was as curious as anybody "I have indeed, doctor. You must come at twelve o'clock could be to hear the will read, and, at all events, anticipated a next Monday, madam, when the will of Mr. Jordan will be read bustling scene upon the occasion. I was not doomed to be disappointed.

> It is a habit of mine rather to be too soon than too late, and in the present instance I found it a most useful one, for I really almost doubt if I should have got into the chambers of Mr. Shaw at all if I had been later than I was.

I had fairly to push Mrs. Mary Grantham in, despite a vigorous opposition; and a man stopped my own entrance, crying-

"Who are you? What relation are you?"
"His grandfather's uncle," said I; "and if you don't make way I'll pull the nose off your face."

It was well that Mr. Shaw occupied very spacious chambers, or otherwise he could not have accommodated one-half of the persons who came to the reading of the will; and never in all my life did I see such malignant looks pass from one to another, as shot from the eyes of the relations.
"Ladies and gentlemen," said Mr. Shaw; "ahem! ahem!"
There was a death-like stillness.

"Ladies and gentlemen, I am commissioned to read to you the—the—what shall I call it?—it is hardly a will—of the late Mr. Jordan. No, it certainly ought not to be called a will, for a

will, properly speaking, is a testamentary—"
"Read, read, read!" cried a dozen voices.

"Well, ladies and gentlemen, I am glad to see you are all in respectable mourning."

"Except one," said the younger brother; there's his Mary, that he was so fond of. Oh, dear me! she only comes for what

Mrs. Grantham burst into tears. There was a little shabby piece of black crape upon her arm, and another upon the arm of her child.

"I_I could not," she said; "I could not do more. God help me! I had not the means!"

"Read, read, read?" eried all the voices.

"Ahem!" said Mr. Shaw, reading: "I, John James Jordan, being very poor, and having in vain called upon every relation I have in the world for assistance, and found none, have to state that my heart was filled with bitterness and uncharitableness towards them. But still I think that they are not dead to all feeling; and this being my last will and testament, I desire that my debts, amounting to the sum of one pound three shillings and eight pence, be paid forthwith off my estate; that my funeral be strictly private, in Barnes churchyard, where I last parted with one whom I loved, but who has gone abroad, I am told; and to that one of my relations who will creet a tombstone, I

bequeath—
"Hark! will you!" cried one; "be quiet. Go on—yes, Oh! you wretch, where's your feelings. Go to the

"Really, ladies and gentlemen," said I, "this is most indecorous."

"I bequeath," continued Mr. Shaw, "my dying blessing and forgiveness.'

COOK TO WAR

Mr. Shaw then folded up the will and put it into his pocket,

saying—
"I wish you all good morning, ladies and gentlemen. I sold the few clothes and other matters he died possessed of, and paid the few clothes and other matters he died possessed of and paid the few clothes and other matters he died possessed of and paid the few clothes and other matters he died possessed of and paid the few clothes and other matters he died possessed of and paid the few clothes and gentlemen. for the funeral and his debts; being myself minus one shilling and four pence, which I hope you will some of you pay.

It is quite impossible by any words to fairly depict to the reader the appearance of Mr. Jordan's relations at this moment. If the fabled Gorgan's head had suddenly appeared, and transformed them all to stone, they could not have looked more completely paralyzed and panie-stricken.

"A tombstone!" shricked twenty voices. "A tombstone."
"A tombstone!" said Mr. Shaw. "A small one would not cost much. You could put on it a suitable inscription. Here

"Lies here—never mind," said the brother. "Never mind.

I—I—Oh, that's all, is it.' "You are a humbug," said the masculine woman to Mr.

Shaw, "and so was old stupid Jordan." "Go to the deuce, all of you," shouted another; "a tembstone indeed."

Mr. Shaw was wiping his spectacles.

"Ladies and gentlemen, allow me to add-"

"Oh, stuff, stuff! Bother! A tombstone indeed; I shan't stay another moment. An old thief. I wish a tombstone had been down his throat. Come on! Come on! It's all a do."

"But, ladies and gentlemen-

They were quite deaf to the remonstrances of Mr. Shaw, and in a few moments the chambers were quite clear, with the exception of Mrs. Mary Grantham, who was sobbing bitterly. She then rose, and looked at me hesitatingly. Then she looked at Mr. Shaw, and she seemed to be struggling to say something. She placed her hand in her bosom, and drew forth a ring tied to be a struggling to say something. a black ribbon, and then, with a convulsive effort she spoke.

"This—this ring—it is my only valuable possession. It was given to me thirty years ago, by him who is now no more, my cousin John, who loved me. I have chang to it in pain and in sorrow, in difficulty and in distress; I have never parted with it. It seemed to be but only separated from him while I had it near my heart. my heart. But now, great distress forces me—to—to part with it. Will—will neither of you gentlemen buy it of me: I— I shrink from its going into the hands of utter strangers.

"Humph!" said Mr. Shaw; "there are a couple of sover-eigns for it."

She took the money, and then, after one long lingering look, and a fervent kiss at the ring, she laid it on the table, and tot tered from the place. I was about to follow her, but Mr. Shaw held me back.

"Hold! hold!" he said.

"You are a brute, sir," said I. "Take your hands off of me; I will buy the ring of you and give it back to her. It breaks her heart to part with it, I see."

"I shan't part with it," he said; "you are a very kasty man,

doctor-"

I was very angry, and bounced out of the office. I looked cagerly about for Mrs. Grautham, but could not see her. I walked hurriedly across the square, and as chance would have it, I went in the same direction she did. My first impulse was to speak to her, and my second thought was to follow her, and to see where she went. She crossed Holborn, and traversed some of the long streets that lead into the New Road, where she arrived at last,

I could have shed tears at that moment, for now I felt why she had parted with her cherished ring. She stayed about a quarter of an hour at the stone-mason's, and then she came out and walked slowly away. I did not follow her further, but I ment into the mason's yard, and said to him—

"Did that lady give you are order?"

"To it was digging away like fury.

"Where's the stone?" he cried; "bring the stone. That's right. Poke it in—prop it up. That's the thing—all right. Here we are. Another knock All's right—all's right."

"Lor!" said the stone-mason as he lifted up his hour."

"Did that lady give you an order?" "Why, yes, sir, such an one as it is. She has got me to do a stone for two pounds, and she's paid me. I'm to meet her at ishment, I saw arriving, carts, coaches, cabs, and wheel-barrows,

with it, and put it up. It's only to have on it the name of John James Jordan, and under that, 'God bless him.'"

I walked away with a sort of mist before my eyes, and it was

on hour before I recovered my composure. "I will meet her," thought I, "at the grave of her last love, and I will be a friend to her, if she never have another in the world. She shall have her ring again, if I force it from the lawyer. She shall have it. I'll go and get it now, at once."

I suppose I looked in a very tolerable passion when I got back to Mr. Shaw's chambers, for he got behind a table when he saw me, and said—"Come, come, no violence."

"Hark you, sir," said I; "you have got the ring. your money Give it me directly, sir. Mrs. Grantham, poor thing, is going to morrow morning at nine o'clock, to place a stone at the grave of Mr. Jordan, and I intend to be there and give her her ring."

"(Oh! very well. Bother the ring. I don't want it. It ain't worth half the money I gave for it. There it is; don't bother

I took up the ring, and put down two sovereigns, and easting upon him a withering look, which to tell the truth, he did not seem to care much about, I left the chambers.

A soft, damp, white mist covered up all objects, and made the air uncommonly raw and chilly, as on the following morning, just as the clock of the church at Barnes chimed the three-quarters past eight, I entered the churchyard.

The first thing I then did, was to fall over somebody's grave, for I was looking for Mrs. Grantham, instead of minding where

I was walking; and then a voice said-

"There you go again, as violent as usual, doctor;" and in the dim mist I saw Mr. Shaw, the solicitor, to my great sur-

I was going to say something, but at the moment I was nearly knocked down again, by some one brushing past me. A gleam of sunshine came out, and the mist began to clear away, when a most singular scene presented itself. A few yards off was the grave of Mr. Jordan, and kneeling by it was Mary, his first love, with her child by her side. Mr. Shaw stood to my left, and at his feet knelt a respectable looking young man-I recollected him as Mr. Shaw's clerk.
"Good God! Richards," said Mr. Shaw, "is that you?

What is the matter?"

"Oh! sir," said Richards, "I have come to ask your forgiveness; The spirit of my poor old father stood by my bedside all night. Oh, God! oh, God! it was dreadful; and I knew what it was for. Oh! sir, forgive me. I—I peeped into the will, sir, while you went out to dinner-Mr. Jordan's will-and and I went round to all the relations, and sold the secret for two pounds a-piece, and-and-'

Mr. Shaw gave a jump that astonished me. "Doctor, doctor," he shouted; "for God's sake run down the London road, and bring the man with the gravestone. Oh! good gracious. Oh! d—m you, Richards. Ha! ha! ha! Oh: here he is. Oh! bless you for a prudent stone-mason; you shall get well paid for this job. Hip! hip! hip!—hurrah!

I thought, to be sure, that Mr. Shaw must have gone mad

There was a man looking over the railing of the church-yard with a spade on his shoulder; to him Mr. Shaw said-

" Five guineas for that spade."

The man thought he was mad, and tried to run away; but he dropped the spade; and in another moment Mr. Shaw's coat was

I looked in the direction he indicated, and there, to my astonthe church-yard at Barnes, to-morrow morning at nine o'clock and each containing a tombstone. A regular fight ensued at the

COED GO

each other! "Hold!" cried Mr. Shaw; "you are all too late, although you had information you ought not to have had. There is already a stone on Mr. Jordan, and placed, too, by the only one who knew not what you all know. Listen to the conclusion of the will—"And to that one of my relations who will erect a tombstone to my memory, I bequeath my blessing and forgiveness, and eighty thousand pounds in bank stock." "Madam," ness, and eighty thousand pounds in bank stock. "Madam," to Mrs. Grantham, "I congratulate you."

"And there's your ring," said I; "Mr. Shaw, let us shake

you will not find them SOMETHING ADVANTAGEOUS."

A NEW WAY TO PAY AN OLD DEBT.

A merchant, very extensively engaged in commerce, and located upon the Long Wharf, died February 18, 1896, at the age of 75, intestate. His eldest son administered upon the estate. This old gentleman used pleasantly to say, that for many years, he had fed a very large number of the Catholics, on the shores of the Mediterranean, during Lent—referring to his very extensive connection with the fishing business. In his day he was certainly well known; and to the present time is well remembered by some of the "old ones down along shore," from the Gurnet's Nose to Race Point. Among his papers, a package of very considerable size was found after his death, and later that are followed. belled as follows:

"Notes, due-bills and accounts against sundry persons, down along shore. Some of these may be got by suit or severe dunning. But the people are poor; most of them have had fishermen's buck. My children will do as they think best. Perhaps they will think with me, that it is best to burn this package

entire."

"About a month," said my informant, after our father died, the sons met together, and, after some general remarks, our elder brother, the administrator, produced this package, of whose existence we were already apprised, read the superscription, and asked what course should be taken in regard to it. Another brother, a few years younger than the eldest, a man of strong, impulsive temperament, unable, at the moment, to express his feeling by words, while he brushed the tears from his eyes with one hand, by a spasmodic jork of the other, toward the fire-place, indicated his wish to have the package put into the flames. It was suggested, by another of our number, that it might be well, first to make a list of the debtors' names, and of the dates, and amounts, that we might be enabled, as the intended discharge was for all, to inform such as might offer payment, that their debts were forgiven. On the following day we again assembled; the list had been prepared, and all the notes, due-bills, and accounts, whose amount, including interest, exceeded thirty-one thousand dollars, were committed to the flames.

"It was about four months after our father's death," continued my informant, "in the month of June, that, as I was sitting in my eldest brother's counting room, waiting for an opportunity to speak with him, there came in a hard-favored little man, who looked as if time and rough weather had been to windward of him for seventy years. He asked if my brother was not the ex-ecutor. He replied that he was administrator, as our father died intestate. 'Well,' said the stranger, 'I've come from the cape to pay a debt I owed the old gentleman.' 'My brother, continued my informant, requested him to take a seat, being at the mo-

ment engaged with other persons at the desk.

"The old man sat down, and, putting on his glasses, drew out a very ancient leather pocket-book, and began to count over his money. When he had done—and there was quite a parcel of bank notes—as he sat, waiting his turn, slowly twisting his thumbs, with his old gray, meditative eyes upon the floor, he

entrance of the church-yard; and engaged in the fight I recog- sighed; and I knew the money, as the phrase runs, came hard; nized the relations of Mr. Jordan. Heavens, how they cuffed and secretly wished the ald man's name might be found upon the forgiven list. My brother was soon at leisure, and asked him the common questions-his name, &c. The original debt was four hundred and forty dollars; it had stood a long time, and, with the interest, amounted to a sum between seven and eight hundred. My brother went to his desk, and after examining the forgiven list attentively, a smile lit up his countenance, and told me the truth at a glance—the old man's name was there! My brother quietly took a chair by his side, and a conversation casued between them which I never will forget. 'Your note is outlawed here, but I have no child, and my old woman and I hope we have made our peace with God, and wish to do so with man. I should like to pay it'-and he laid his bank with man. I should like to pay it —and he laid his balk notes before my brother, requesting him to count them over. I cannot take this money,' said my brother. The old man became alarmed. I have east simple interest for twelve years and a little over,' said the old man. I will pay you compound interest if you say so. The debt ought to have been paid long and but your fether six was your interest, and he know that ago, but your father, sir, was very indulgent, and—he knew I'd been unlucky, and told me not to worry about it.'

"My brother then set the whole matter plainly before him; and, taking the bank bills, returned them to the old man's pocket-book, telling him that, although our father left no formal will, he had recommended to his children to destroy certain notes, due-bills, and other evidences of debt, and release those who might be legally bound to pay for them. For a moment the worthy old man appeared to be stupified. After he had collected himself, and wiped a few tears from his eyes, he stated that from the time he had heard of our father's death, he had raked and scraped, and pinched and spared, to get the money together for the payment of this debt.' 'About ten money together for the payment of this debt.' days ago, said he, 'I had made up the sum within twenty dollars. My wife knew how much the payment of this debt lay upon my spirits, and advised me to sell a cow, and make up the difference, and get the heavy burthen off my spirits. I did so, and now what will my old woman say? I must get back to the Cape and tell her this good news. She'll probably say over the very words she said when she put her hands on my shoulder as we parted—'I have never seen the righteous man forsaken, nor his seed begging bread.' After a hearty shake of the hand, and a blessing upon our old father's memory, he went upon his way rejoicing.

"After a short silence—taking his pencil and making a east; there, said my brother, 'your part of the amount would be so much-contrive a plan to convey to me your share of the pleasure derived from this operation, and the money is at your

"Such is the simple tale, which I have told as it was told to

We need not remind our readers of the late appearance of the magazine.

But it is the result of circumstances beyond our control; we hope, however in future, when our new machinery gets worn a little more smooth by use, and our forces in the habit of putting together, that the magazine will not only appear more promptly, but become more and more useful and interesting.

> ITALIAN EPITATH. What I spent, I saved. What I gave, I have. What I kept, I lost.

Contraction of the second

COOK W



[From the Atlantic Monthly.] SANTA FILOMENA.

BY II. W. LONGFELLOW.

Whene'er a noble deed is wrought, Whene'er is spskon a noble thought, Our hearts, in glad surprise, To higher levels rise.

The tidal wave of deeper souls Into our inmost being rolls, And lifts us unawares Out of all meaner cares.

Honor to those whose words or deeds Thus help us in our dally needs, And by their overflow Raise us from what is low!

Thus thought I, as by night I read Of the great army of the dead, The trenches cold and damp, The starved and frozen camp-

The wounded from the battle-plain, In dreary hespitals of pain. The cheerless corridors, The cold and slony floors

Lot in that house of misery A lady with a lamp I see Pass through the glimmering gloom, And filt from Joom to room.

And slow, as in a dream of bliss, The speechless suffererer turns to kiss Her shadow, as it falls Upon the darkening walls.

As if a door in heaven should be Opened, and then closed suddenly, The vision came and went, The light shone and was spent.

On England's annals, through the long Hereafter of her speech and song, That light its rays shall cast From portals of the past.

A lady with a lamp shall stand In the great history of the land, A noble type of good, Heroic womanhood.

Nor even shall be wanting here The palm, the lily and the spear, The symbols that of yore Eaint Flomena bore.

*Saint Nightingale-a tribute to Florence, the saint of the Crimea.

A STORY FOR GIRLS—OUR FASHIONABLE YOUNG LADIES OF COURSE WILL NOT READ IT.—An intelligent gentleman of fortune visited a country village in Maine, not far from Bangor, and was hospitably entertained and lodged by a gentleman having three daughters, two of whom, in rich dresses, entertained the distinguished stranger in the parlor, while one kept herself of his, the pants were cut and made the wrong way of the cloth. But not discovering his mistake however till it was too late, the setting about it thinking that possibly setting the table for tea, and after supper in doing the work setting the table for ten, and the large point of the resisters in till it was finally completed, when she also joined her sisters in the real of the evening. The next morning the parlor for the remainder of the evening. the same daughter was again early in the kitchen, while the other two were in the parlor. The gentleman, like Franklin, possessed a discriminating mind—was a close observer of the habits of young ladies-watched an opportunity and whispered something in the ear of the industrious one, and then left for a young lady of the kitchen was conveyed to Boston the wife of the same gentleman visitor, where she now presides at an elegant mansion. The gentleman whose fortunes she shares, she won by a judicious deportment, and well directed industry. tailor's explanation, but as he declared, it was not quite clear to So much for an industrious young lady.

A LITTLE SULK(E)Y.



Of all troublesome pleasure vehicles, a pretty little sulkey is the most charming vexatious-

Mystification.—Old Barty Willard was a wheelwright by trade, and though an excellent workman, was remarkable for his habit of procrastinating. He would promise, and then break his engagement over and over again, with as little scruple and as many "positive lasts," as a theatrical star. Having pledged his word to a very urgent customer for the third time, that he would have his cart done by a certain day, Barty again failed to keep his engagement, and, on the arrival of the owner, the cart was still uffinished. "Well," said the customer, "you have got my cart done by this time, of course." "Yes," said Barty, "I had done the work, and supposed it was quite ready for you, when I discovered I had made a mistake—a very unaccountable mistake—that will put me back for a fortnight." "Ah, indeed," said the customer, "what's the trouble?" "Why, you see," said Barty, with great gravity, and an air of extreme vexation, "you see I have made a mistake-I never made such a blunder before in my life-I have committed the ridiculous mistake of making both wheels for the same side; they are both off wheels." "Is it possible?" said the customer, who was thoroughly mysti-

fied, and allowed Barty another fortnight to finish the cart.

A tailor having received a parcel of cloth from a countryman, to be cut and made into pants, by some unaccountable blunder of his, the pants were cut and made the wrong way of the cloth. the countryman might not notice it, and all would go well. But not so, for the countryman soon discovered the mistake—and throwing the pants down upon the counter, declared to the tailor that the pants were spoiled. "Spoiled!" cried the tailor affecting surprise, "how spoiled?" "Why," says the countryman, "you see you have cut them the wrong way of the nap—you have made a mistake." "Made a mistake!" says the tailor, "no, indeed; it's not me that has made the mistake, but that wrong way." At this reply of the tailor, the countryman gathered up his pants and paid the bill, evidently satisfied with the his mind how the nap could run the wrong way of the cloth.

AMERICAN COACHMAKERS'

ILLUSTRATED MONTHLY

DEVOTED TO THE INTEREST OF COACH-MAKING AND THE KINDRED ARTS.

Prospectus for Vol. 5th, 1253.

In issuing our prospectus for the forthcoming volume, it would seem necessary only to remind our patrons and the public, that the magazine has already been published four years, and has consequently passed over and out of the reach of all those trials, perplexities and drawbacks, incidental to all natried enterprizes, and which so often prove fatal to a new publication. This circumstance, together with the steady increase of patronage, both in subscribers and advertisements, which the mngazine has received since its commencement up to the present time, not only shows the demand for such a publication, and places the magazine upon such a basis as to preclude the possibility of its ever proving a failure; but also yields us the pleasure of being enabled so to reduce the subscription price, and effect such arrange ments-at a heavy expense-for its improvement and usefulness, as to make it for the interest of all those in any way connected with coach-making, to become subscribers.

Our knowledge of the wants of the coach-making fraternity, together with our experience in the publication of a journal devoted to their interest, has enabled us so to systemize the business of its publication, as to give it the widest range of usefulness, as well as to bring it down to the lowest point of CHEAP-NESS.

And it may not be out of place here to state that any and all the remisness and short-comings heretofore of the megazine, either in promptness of issuing, amount and quality of the matter, its plates, illustrations, &c., ace solely chargeable to the want of such a system as we have now adopted. For within the past year it has been our fortune or misfortune, to have such an amount of business cares pressing upon us, that we found it utterly impossible to give that degree of time and attention to the general arrangements of the magazine, as it demanded; and in order that nothing might be wanting to make it both interesting and useful to the general reader, we have obtained the assistance of Mr. H. PRENTICE, of this city-who has been long and favorably known as a popular writer and a practical machanic of our order-to devote his time unreservedly to the editorship of the magazine. Therefore, under our prezent arrangement, our patrons need entertain no fears of snything of the kind occuring in future. But, on the other hand, the magazine will be published promptly on the first day of every month, and it shall be our aim to have it well stored with such literary, scientific and mechanical matter, as will be of interest, and make it an acceptable offering to the reading public generally, as well as to the

Everything new and useful pertaining to either of the various branches, shall receive immediate attention and place, with such man, Bridgeport, Con.

plates and illustrations as may be deemed necessary to give it a full and complete explanation.

And although the magazine is devoted to the interest of coachmaking and the kindred arts, and to the interests of mechanics generally; and while it shall be our aim to make it a valuable accompaniment to the work-shop—to counsel the old and to instruct the young, and to speak alike to the employer und to the employed—it shall be our purpose to store its pages with such matter as shall entertain and instruct all classes, and therefore entitle it to a place among the family literature of every household.

Place of Publication .- We were for a time undecided which should be the place of publication of the magazine, in Columbus, or in some city East. From the favorable offers from individuals to enter into partnership and remove the publication to some Eastern city; we were at one time, as St. Paul says, "almost persuaded," to accept of their offer, and on intimating that such a thing might take place, we received many flattering testimonials from our Eastern friends favorable to the project. But after rolling the whole thing thoroughly in our mind, and taking all things into consideration—that we were permanently located here in Columbus, and that all our business relations were contered here, and further, that in as much as the magazine received its birth on the sunset side of the Alleghanies, and had therefore grown and thrived in Ohio's soil, we came to the calm conclusion that it might farther mature and develop itself in a western climate. In view of this arrangement, we set ourselves dilligently at work, and secured some of the best mechanics in the Eastern cities, of the different branches of coach-makers, as correspondents, who will contribute every item that is new and useful, so that the magazine will possess all the advantages it would have derived had we gone East with its publication. The magazine will therefore be published at Columbus, Ohio, as heretofore, on the first day of every month, upon the following

TERMS:

				10 11	L 10 .					
	Single subscribers,			-		-		88	00	
	Three c	opies sent	to one	address,		-		_	7	50
	Six	"	66	"			_		•	00
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!	Twenty		"	"	_		_			00

For the amount of all city clubs, we will receive a note draws to the order of C. W. Saladee, and signed by the proprietor of the establishment in which the club is made, and certified to be the post-master of the city, for four months from the 1st day of January, 1858; provided, the notes are sent in by the 1st of January next.

All clubs must be sent to one address. Each person making us up a cash club of six, shall have his seventh copy sent grating and each individual making a cash club of ten, shall, at the end of the year, be presenten with one volume of the Magazine complete, in fine gilt binding, with the name of the one to whom is presented, stamped on the cover in gilt letters.

C. W. SALADEE, Proprietor.
H: N. Prentice, Editor, Columbus, Ohio.
Joseph Irving, Assistant Editor and Practical Draught
man, Bridgeport, Con.

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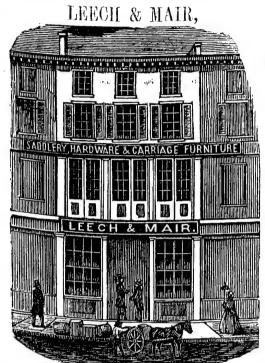
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JULY DESE DES

TERMS OF ADVERTISING IN THE DIRECTORY.

Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

All advertisements for a shorter time than twelve months, are charged 50 cents per line for each insertion; Payable in advance.



No. 127 Wood Stroot, PITTSBURG, PA.

IMPORTERS AND DEALERS IN SADDLERY & TRUNK HARDWARE

CARRIAGE TRIMMINGS

WE keep constantly on hand as full an assortment of Goods in our line as can be found in any city in the we could in our line as can be found in any city in the rest, und respectfully solicifa continuance of the perconage of R. Leech, Jr., whom we succeed. We still continue the moss being the ordest regular establishment in our department of our old friends, and to buy its generally in this city, our long experience enables us to know the wants of our customers exactly, but to make the most judicious selections western trade is particularly directed to this Caud. May 1857.

THE CONTINENTAL

WHIP SOCKET, OWES ITS POPULARITY TO THE FACT

OF ITS LOOKING BETTER, WEARING LONGER AND COSTING LESS

THAN ANY OTHER SOCKET IN THE WORLD.

For sale by Coach and Saddlery Hardware Dealers Every-[Feb. 1857. where.

EDMUND TOWNSEND, Urieville, Kent Co., Md.,

MANUFACTURER OF EVERY VARIETY OF

CARRIAGE TIMBER, CONSISTING OF RIBS, POLES, SHAFTS, &C., ALSO Turned Spoke of all sizes, all of which are made of the best materials.

materials.
TERMS—Four months on approved paper, 5 per cent. off for Cash
33° AU orders from a distance promptly attended to.
June-1887

W. M'DANIEL

GEO. E FORT.

M'DANIEL & FORT, IMPOREERS AND MANUFACTURERS OF

SADDLERY HARDWARE COACH TRIBURISES. No. 101 North Third st.,

(Between Arch and Race, lower side,)

PHILADELHIIIA.

KEEF CONSTANTLY ON HAND A FULL ASsortment of Coach Laces, Fringes, Cloths, Rattinetts, Damasks, Springs, Axles, Felloes, Spokes, Hubs, Curtain Cloth of all kinds, Curled Hair, Moss, Enamelled and Patent Leather, Fly Netts, Harness Mountings, &c.

March 1857

P. HAYDEN,

MANUFACTURER OF

SADDLERY AND COACH HARDWARE, COACH LACE, AXLES,

MALLEABLE IRON CASTINGS, Wrought Iron & Wire, All Sizes,

SADDLE TREES AND HAMES,

Warshouse, No. 2 Buckeye Block,

A LARGE STOCK OF ALL KINDS OF CARriage Trimmings constantly on hand. Also, Nails, Steel Elliptic Springs, &c. [March-1857] COLUMBUS, OHIO.

Carriage Hardware & Trimmings F. S. DRIGCOLL & CO.,

Have taken the White Marble Store,

NO. 94 BOWERY, BETWEEN GRAND AND HESTER STS.,

new vonu, I

Where they have constantly on hand a general assortment of

Wagon Materials,

CONSISTING OP

CONSISTING OF
Carriage Springs, Axles, Hubs, Spokes, Rims, Top
Bows, Shafts, Patent and Enamelled Leather
Dash and Flap Leather, Enamelled Cloth,
Carriage Cloth, Oil Cloth, Coach Lace,
Coach Lamps, Varnish, Philadelphia Carriage Bolts, Maleable
Iron, &c., &c., &c.

F. S. DRISCOL & CO.,

WOULD respectfully call the attention of Carriage-Makers and Wheelwrights to their well assorted Stock of Carriage Goods, which they are prepared to sell at Low Figures. Having had thirteen years experience in the business, and being well acquainted with the wants of the trade, they flatter themselves that they will be able to give satisfaction to their customers. Please favor us with a cal. before purchasing elsewhere. F.S.DRISCOLL & CO.

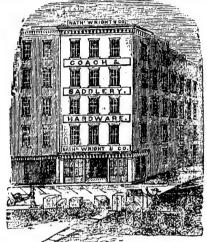
March 1857. purchasing elsewhere. March-1857.

John A. CARDNER. SILVER PLATER

8 1-2 Bowery, between Hester and Walker Sts., N. Y. MANUFACTURES TO ORDER, AND KEEPS CONmarrially on hand, all kinds of plated Carriage Hardware and Trimmings. Saddle and Harness Makers will also find
a full assortment of Trevets, Hooks, &c., of the latest styles.

Marrially Dashes, Axle-nuts, and other jobs left at this shop will be
plated expeditiously, neatly, and on very reasonable terms.
Please give me a call. NATH'L WEIGHT,

WM. W. HILL.



Importers, Manufacturers, and Dealers in

COACH & SADDLERY HARDWARE

324 Broadway, Cor. Hamilton St. ALBANY, N. Y.

Aug-1857

KASSON FRAZER.

c. FRAZER.

PETER BURNS.

FRAZER & BURNS, Syracuse, N. Y.,

MANUFACTURERS AND EXCLUSIVELY WHOLESALE DEALERS IN

SALULERY HAKUWARE.

Proprietors and Patentees of

Adjusting Trees, Hames & Buckles. July 1857

R. PRENCH.

T. SYMMES

FRENCII & SYMMES'

Philadelphia Axle Works,

Broad Street, above Willow, East Side. AXLES OF ALL KINDS FOR

Coaches, Light Carriages, &c.,

Manufactured of the best Material and Workmanship.
Orders Solicited and Promptly attended to. The
Trade Supplied on Liberal Terms.
June-1857

JAMES H. DUSENBURY,

COACH & CARRIAGE

HARDWARE AND

No. 161 Bowery, near Broom St., N. Y.

No. 161 Bowery, near broom St., N. Y.

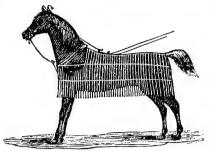
CARRIAGE AND WAGON MANUFACTURERS WILL

Unind at this house, all the materials they may require in
in their line of business, at the lowest prices and on accommodating terms, such as Axles, Springs, Bolts, Hubs, Spokes, Felloes,
Shnits, Bows, &c. Also, all kinds of Patent Leathers, Clotis Damasks, Silks, Carpets, Threads, Tacks, Curled Hair, Moss, Varnished, Jana, &c. Those Goods are selected with care, and with the
express end in view of giving satisfaction to the Public. Silver
and Brass Plating done.

BF Orders through the mall, when accompanied cash, or satisfactory references, will receive immediate attention.

Dec-1856

KIDDER & BROTHER.



260 Pearl Street,

NEW YORK, Manufacturers of every description of

KERSEY, WOOLEN AND LINEN

Fly Nets and Neck Cords.

Every variety of

EAR TASSELS, REIN WEB AND WEB HALTERS.

Wholesale and retail.

FJuly-1857



The Coach-Makers'

HARNESS DEPOT

208 Main St., CINCINNATI, O.

WE WOULD CALL the attention of Western and Southern Coach-Makers and Dealers, to our very extensive assortment of

Carriage Harness

Consisting of every grade and style, and which we offer to the trade on the most favorable terms.

LO Orders respectfully solicited and promptly attended to.

J. C. SHACKLEFORD & CO May-1857.

COACH LACE CO.,



John St., near Spring Perch Factory, BRIDGEPORT, CONN.

MANUFACTURERS OF

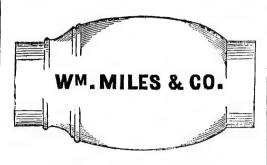
COACH LACE AND FRINGE ROPE & TASSELS, SPEAKING TUBES,

EOOFMENIS HOLDERS FROGS CUT AND CORD TUFTS.

Feb-1857

W. BOSTON, Manager.

WILLIAM MILES.



NEWARK

COACH HUB MANUFACTORY.

THE MOST EXTENSIVE ESTABLISHMENT OF THE KIND in the United States. Always on hand from 39,000 to 40,000 set is of Elm, Gum and Ook Hubs, of all sizes, from 21% to 2 inches in diameter, and p opertionate lengths, and suitable for overy description of work. Our large slock enables us to fill orders of any extent with the greatest possible dispatch.

WM MILES & CO.,
Feb-1857 Rear 376 Broad St., Newark, N. J.

Auburn Coach Lace.

HAYDEN & LETCHWORTH. MANUFACTURERS OF

SILK & WORSTED LACES

AUBURN, N. Y.

Makers, Importers, and Dealers in Harness and Carriage Trimmings, and Hard-ware of everY description.

C. M. LOCKWOOD.

(Late Eagles & Lockwood,)

Coach Lamp Manufacturer AND SILVER PLATER,

16 MECHANIC St.,

NEWARK, N. J.

THE LARGEST ASSORTMENT IN THE UNIted States, embracing over 190 different sizes and patterns of Coach and Buggy Lamps.
Engine and Signal Lamps, Coach and Cantel Mouldings, Curtain Frames, Dashes, Railings, Branch Irons, Handles, Pole Hooks; Tuft Nails, &c., &c., constantly on hand at Wholesale add Retail.

July-1857.

D. A. DANGLER.

John Tannis & Co., EXCLUSIVE WHOLESALE DEALERS IN

FOREIGN & DOMESTIC

ALSO EXTENSIVE DEALERS IN

Carriage and Harness Trimmings, Cleveland, Ohio.

J. M. CORNWELL,

SAMUEL KERR

CORNWELL & KERR, Silver and Brass Platers

AND MANUFACTURERS OF

SADDLERY HARDWARE.

No. 3 St. Clair Street, near the Bridge PITTSBURGII, PA.

July,1857

WILLIAM JAMES. SAINT LOUIS

SPOKE, FELLOE AND HUB FACTORY

CORNER OF BROADWAY & ASHLEY Sts.

WOODBURN & SCOTT PROPRIETORS, AND OWNEDS OF

BLANCHARD'S PATENT.

THIS FACTORY IS NOW ESTABLISHED 1 on the most extensive scale, and keeps constantly on hand a large and well assorted stock of

Wheels, Spokes, Fellocs,

HUBS, BENT SHAFTS,

POLES, BOWS, &c.

which, in point of "quality of timber" and perfect ex-

ecution of workmanship, cannot be surpassed.
We manage to keep a large and ample stock of seasoned timber constantly on hand, so that our customers may always expect seasoned stuff when they cannot be seasoned.

OF Our prices are reasonable and terms liberal.

Nov. 1st-1857

Important to Carriage-Makers and Coach Hardware and Trimming Dealers.

JENNINGS

UNIVERSALLY acknowledged to be the cheapest and most convenient contrivance or Buggies, Express Wagons, driver seats on

Omnibu es, &c., ever applied.
We do not wish to be understood as claiming this top applicable to the finest and most costly work that is intended for tops. But we do claim its superiority over the ordinary construction of tops, for plain work, and for all second hand wehicler.

A Carriage-Maker having a number of these tops on hand, can furnish a second-hand buggy with one in such a short space of time, as not to detain his customers over half an hour, and when done, he gives him a durable top at half the ordinary cost, and one that retains the very desirable advantage of being shifting or movable, which alone on ordinary tops costs \$10.

Bed Coach-makers and Dealers will be furnished with these tops, done up in neat packages, wholesale and retail, on the most reasonable terms.

Mar Address all orders to our " Portable Top Repository," No. 398 Broadway, New York.

JENNINGS & JONES, Proprietors.

Aug-1857

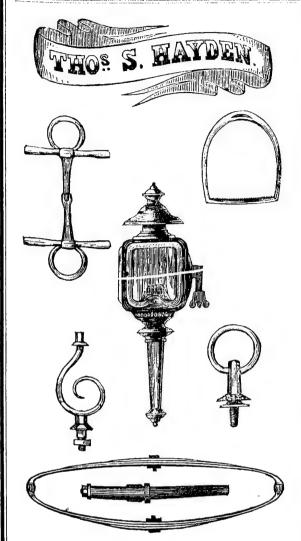
Rochester Plating Establishment.

L. A. NEARING. SILVER, BRASS AND ELECTRÓ PLATER. No. 31 State Street, Rochester, New York.

EVERY description of Coach and Saddlery Hardware finished in the best manner and upon the most reasonable terms. Harness Trimmings, Pole Yokes and Hub Bands of the latest styles and best finish kept constantly on hand and made to order. Orders from Coach-

Makers and others respectfully solicited. Terms-5 ets. per inch for light work; 2

plate, 4 cts.



MANUFACTURER AND IMPORTER OF

SADDLERRY,

Harness and Coach Hardware, CARRIAGE TRIMMINGS,

MALLEABLE IRON CASTINGS 79 Beekman Street,

New York.

Every description of Malleable Iron made to order at short notice.

COACH TRIMMINGS.

Patent Dash Leather; Patent Enameled Leather; Patent and Enameled Lether, fancy colors; Black and Fancy Colored Enameled Cloths; Union and all Wool Cloths, assorted colors; Cotton, Union, and Worsted Damask, assorted colors, Worsted and Silk Coach Laces; Fringes, Rosettes, Tufts, Tassels, Curtain Silks, Buckram, Seaming Cord, Japanned, Brass, Silver and Ivory Head Lining Nails, Moss, &c.

HARDWARE.

Elliptic Steel Springs; Common and Patent Axles; Stump Joints; Brass and Silver Hub Bands, Dash Frames, Carriage Hinges and Handles; Carriage Knobs, Bolts and Lamps; Top Props; Curtain Frames; Apron Hooks and Rings; Turned Collars and Washers.

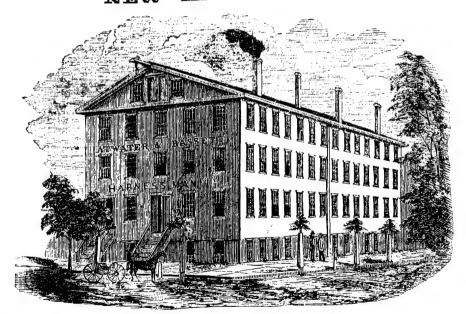
WOOD WORK.

Spokes, Hubs, Bows, Fellocs, Shafts, Poles, Whiffle Bars, Carved Spring Bars,

Turned Seat Spindles, &c.
Coach, Harness, and Trunk-Makers'
Varnishes. Saddlers' Harness, and Trunk-Makers' Goods.

BASSETT. ATWATER &

HAVEN. CONN.



MANUFACTURERS OF AND WHOLESALE DEALERS IN

HARNES

For United States and Foreign Markets. Dealers applied on reasonable terms Aug-1857

H. GALBRAITH,



Silver, Glass & Electro Plater.

CARRIAGE, ENGINE & HOUSE WORK,

AND MANUFACTURER OF

COACH AND SADDLERY TRIMMINGS,

COOKS IMPROVED CARRIAGE KNOBS,

SILVER FINISHING SCREWS.

COOK'S IMPROVED PLATED 4 AND 5 BOW SLAT IRONS, PATENTED JANUARY 27, 1857.

SILVER AND LEAD MOULDING, SPRING CURTAIN BARRELS,

Nos. 2 and 3 Japanned and Silver Capped Carriage Knobs, Spring Catches, Door Handles, Inside Handles, Caleche Trimmings, Card and Name Plates, Solid Head Silver and Japanned, Lining, Band and Saddle Nails, with Annealed Points, Top Props and Nuts, Joints, Rivets, Carriage Bands, from the cheapest to the very best quality, Silver Chased Rosettes and ornaments of the latest pattern, Rosette Top Props, Silver Head Dash Bolts, Shaft Tips, Pole Yokes and Hooks, Plated Dash Rods and Collars, Plated Foot Rails, Acorn Nuts and Rivets, Acorn Loop Bolts, &c.

Factory on Franklin, near Chapel Street. Warerooms, 81 State Street.

NEW HAVEN, CONN.

Orders respectfully solicited.

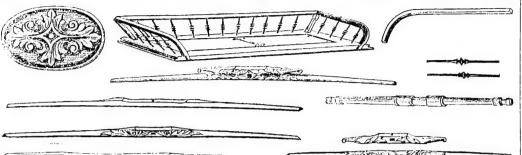
NOTICE.

Having obtained LETTERS PATENT for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27, 1857, will be liable to prosecution.

Having made Hugh Galbraith of this city, our General Agent for the sale of said Slat Irons, a good supply, on favorable terms, can always be had at his store, No. 81 State Street. New Haven, Conn.

GEORGE COOK, Patentees. DAVID COOK, July-1857

EASTERN DEPOT OF



No. 29 Orange Street, New Haven, Connecticut,

Manufacture and keep constantly on hand, a targe variety of every description of

TRIMA

The attention of Purchasers is especially directed to this House.

OUR CATALOGUE OF CARRIAGE GOODS:

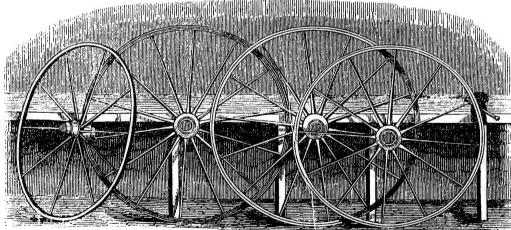
Self adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Bands, Silver do., Brass Sand Bands, Silver do., Stumpt Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Hinges, Silver do., Iron do., Solid Brass Handles, Electro Plated do., Sil. close do., Turned Iron Collars, do. Plated, Door Locks, Blind Catches, Brass Inside Handles, Silver do., Linin; Nails, Silver do., Brass do., Japanned, Solid-head Nails, Silver do., Brass do., Japanned, Ivory Nails, No. 1, do. No. 2, do. No. 3, Brass Terretts, Silver do, Brass Pad Hooks, Silver do, Brass Swivels, Silver do., Ivory Inside Handles, Ivory Pull-to Handles, Ivory Sildes, do., Knobs, No. 1, do. No. 2, do. No. 3, do. No. 4, Ivory Head Scrows, 3-4, do. \(\frac{7}{4}\), do 1, do. 1\(\frac{7}{3}\), Buckles of all kinds, Silver Chas'd Handles, Brass do., Patent Leather, Rubber Cloth, Oil Carpet, Coach Lace, Tufts, Tassals, Tuffing Twine, Scaming Cord, COACH LAMPS, Carriage Springs, do. Axles, do. Hubs, do. Spokes, Coach Door Slide Bolts, Goach and Buggy Whiffletrees, Bolts, Malleable Iron, Lead Mouldings, Spring Rollers, Curled Hair, Moss, Buttons, and of all colors, Mal. Hand Screws, 4 sizes, Knobs, Silver Chased Ornaments, Silk Fringes, Worsted Fringes, Card Plates, with names neatly engraved, all styles.

WOOD WORKS:

Buggy Seats and Carriage Bows, Carriage Parts Plain, do. Carved, all styles, Seat Sticks, do. Rails, Spokes, Bent Felloes, Hubs, mortised and unmortised, together with other parts belonging to a carriage

We would especially call the attention of purchasers to our quality of Eastern Timber, none but paing used in the manufacture of our wood-works [Feb., 1857.] C. C. & Co. the best being used in the manufacture of our wood-works

NEW HAVEN



148, 150 and 152 York Street, Head of Grove, New Haven, Conn.,

CARRIAGE WHEELS & WHEEL STUFFS

OF EVERY DESCRIPTION.

SPOKES, Finished and Unfinished, HUBS, Mortised and Unmortised, BENT RIMS, SAWED FELLIES, SPRING BARS, Plain and Carved, Whiffletrees, Running Parts, Seat Sticks, Handles, &c. &c.,

Always on hand made to Order, of the best Eastern Timber.

HENRY IVES, Fresident, [Feb. 1857.]

HENRY G. LEWIS, Secretary.

CHAPMAN'S Elastic Anti-Rattling CARRIAGE, SHAFT FASTENER.

WM. S. CHAPMAN,
Patentee and Proprietor, Cincinnati, Ohio.

THE TOMLINSON SPRING & AXLE COMPANY.

Cannon St., Bridgeport, Conn.

MANUFACTURE COACH AND CARRIAGE
Tempered Springs, Mail, Half Patent and Taper Care-Hardened
Axles. We are the only authorized manufacturers of E. M. Stratton's Improved Mail Patent Axles. Orders promptly filled on reasonable terms.

WM. G. LINEBURG, Sec'y, S. B. FERGUSON, Jr., Tr-as. Jan-187.

FRED. ERNST & CO.,

Paints, Colors, Brushes,

VARNISHES,

Particular attention paid to

Lakes, and Artists' Articles in General. No. 65 Fulton Street, Second Story. Dec-1856 NEW YORK.

WHEELER BEERS.

CALES B. TICKNER.

EDWARD STEELING.

SPRING PERCH COMPANY

JOHN STREET, BRIDGEPORT, CONT.

COACH & CARRIAGE TEMPERAD SPRINGS,

Patent and Half Patent Axles, TOMLINSON'S PATENT SPRING PERCHES,

BANDS, CALASH TRIMMINGS, Curtain Rollers, &c.

WE RESPECTIVILLY SOLICIT THE PATRONAGE OF those who are making the first class carriages. We believe we have deservedly acquired the reputation of maturacturing the best articles in our line, in the country. Our Springs are made from the best ENGLISH SPICING STEEL (which is made expressly for us from Swedee's Iron) and are all choroughly tested before they leave the Factory. Our Axes are of the best Salisbury Iron, and our Carriage Trimmags are made in the latest and most approved styles.

June-1257

SPRING PERCH COMPANY.
E. STEELLING, Sec.

C. D. INGHAM,

MANUFACTURER OF

COACH & LIGHT

Chittenango, Madison Co., New York.

A GENERAL ASSORTMENT ALWAYS ON HAND, turned fr.m the very best and selected timber. Orders by Mail supplied to Manufacturers and Dealers, reasonable.

Short notice.

**Eb* Reference in New York City, to the Assistant Editor of this Magazine.

[Nov-18]

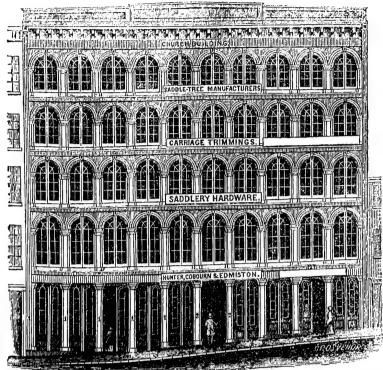
STEPHANAS STEARNS,

COACH & LIGHT WAGON HUBS

North Granville, Washington Co., N. Y.

EVERY VARIETY OF BEST CARRIAGE HUBS (i) hand or made to order, at short notice. Twonty-the years experience and a section of country productive of the verbest quality of dinber, enables me to hope to give the futiest seefaction. References: Earon, Gibert, & Co, and Wm. bown, Too New York; or G. F. Kimball, New Haven, Conn. Jan-1857

The Coach-Makers' Great Western Depot.



HUNTER, EDMESTON & CO.,

IMPORTERS AND MANUFACTURERS OF

Saddlery Hardware, Carriage Trimmings, Trees, Saddle LEATHER, SPRINGS, AXLES, &C.,

No. 2, Church Building, Walnut Street, between 3d & 4th, CINCINNATI, OHIO.

OUR arrangements are to have daily receipts of new and fashionable goods in every department of our business at very low prices. If Particular attention given to Orders.

Dec., 1856.

CHAS. G. HARMEE.

HARMER, HAYS & CO., IMPORTERS OF AND DEALERS IN

SADDLERY & TRUNK HARDWARE. HOOP IRON, ENGLISH BRIDLES,

Kerseys, Patent Leather, &c. NO. 72 BEEKMAN ST.,

(Late 273 Pearl St.,) NEW YORK.

Saddlery Dealers is respectfully called to this Establishment is respectfully called to this The attention of Coach Hardware and Establishment. [May-1857]

Tacks, Gimp-Tacks, Brads, Finishing Nails, Hot Pressed Nuts and Washers.

CHESS, WILSON & CO.,

119 Water Street, Pitt.burg, Pa.

TACKS, BRADS,

AND

WROUGHT NAILS.

ALSO, AGENTS FOR THE SALE OF

Sterling & Co.'s Hot Pressed Nuts and Washers.

HENRY HANNAH. New Saddlery Hardware and Carriage Trimming House.

M'WHINNEY, HARE & CO.

IMPORTERS AND WHOLESALE DEALERS IN FOREIGN AND DOMESTIC

HARDWARE SADDLERY

CARRIAGE TRIMMINGS, No. 135 Wood Street, Pittsburg, Pa.

WHERE WILL BE FOUND A COMPLETE ASSORT-ment of all Goods used by Conch-Makers and Harness Makers and Saddlers, which have been purchased direct from the manu-facturers, and selected with great care as to quality, which we will sell to cash and promot time buyers below the usual market rates. Our arrangements with the manufacturers enable us to have con-stantly on hand the newest and most fashionable Goods in every department of our business, at very low prices.

[Feb-1857]

J. Y. M'LAUGHLIN & CO., TANNERS, AND MANUFACTURERS OF

Japanned Grain Skirting, DASH, COLLAR, RAILING,

enameled hides, And every description of

FANCY COLORED LEATTHER.

Pittsburgh, Pa.

N. B. PARTIES VISITING THE CITY
by taking a Lawrenceville Omnibus at the corner of
Fifth and Market streets. Our leather can be seen and
Orders left with 1 eech & Mair, 127 Wood street. [Feb-1875.

JAMES PIERSON, & CO.,

Coach Varnishes,

Railrod Avenue, Cor. Chestnut Street, NEWARK, N. J.

18 To compete in qualities and prices with Nobles & Hoares English Varnishes.

PRICES AS FOLLOWS:

each arriage or running parts apan

Again Also, Furniture Varnishes No.'s 1 and 2 extra Light Flowing, Polishing, Scraping and Shop, superior to any in market. Menufacturers and Dealers who have herefolore despaired of procuring an article of American manufacture cut to the English of every respect, are only invited to give the subscribers a trial, as they can submit their varnishes to the test of being placed slide ty side with that imported. In order to satisfy consumers that the Excusures is in every respect what we represent it to be, we can rafer them to some of the Coachmakers in New York.

Mr. Welton, one of our firm, is a practical coach painter.

DANIEL PRICE.

THEO, BOND.

CHAS. C. PRICE.

PRICE, BOND & CO., Copal Varnish

MANUFACTURERS,

275 Railroad Avenue, Newark, N. J.

275 Railroad Avenue, Newark, N. J.

OUR SENIOR PAR'NER. MR. PRICE, HAS BEEN
of the well known House of Bigelow & Price, from its commencement, up to July 1st, 1856, and our Mr. Bond from the House
of D. Price, Fitzgerald & Co.
We therefore flatter ourselves, that from a long experience in
this particular branch of business, we skall be enabled to give entire satis action to purchasers. We would respectfully call attention to the following list of the most prominent kinds, but more
particularly to our Coach Varnishes, to which we challenge competition from any and every quarter, vlz.
Elastic or immittation English Coach-body Varnish, for Railroad
Cars, Onnibutses and Coaches;
Wearing Coach-Body,
Hard drying Coach-Body,
Coach Body
No. 1 Coach or Carriage,
White Gopal.

White Gopal,

Immar, Back and Brown Japan, Together with all the varieties of Furniture Varnishes. Newark, Feb. 1, 1837.

HENRY OLNHAUSEN.

Silver, Brass, and Princes Metal

No. 1 Exchange Block, Broad Street. COLUMBUS, OHIO.

WOULD respectfully inform the Public, that he is prepared to do all kinds of Plating in his line, finished in the best style, and is confident that his work will meet with general satisfaction.

Special attention will be devoted to Coach work. Coach from any part of the United States conveyed by express or otherwise, to me, will be promptly plated and returned at a short time. Terms for Coach plating, 6 cts. per line.

REFERENCES:

Dislocation of the Coach will be promptly plated and returned at a short time.

REFERENCES:

REFERENCES:
Blake, Williams & Co., Columbus, Ohlo.
E. & F. H. Booth,
Win. Bauder, Circleville,
Win. Bauder, Chilléothe,
John Wilhelm, Wooster,

Great Western Bolt Works,

Corner of Western Row and Betts streets, Cincinnati, Ohio.

S. T. J. COLEMAN,

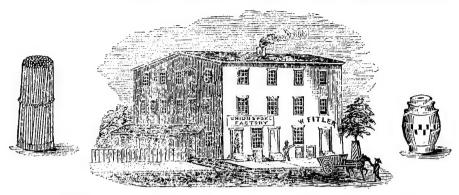
MANUFACTURED OF

COACH AND CARRIAGE BOLTS.

Turned Collars, Machine Bolts, Six Sided Nuts, Pump Bolts, Bridge Bolts, Water Nuts, Pump Boits, Dringe Doits, Track
Tank Bolts, Joint Bolts, Steamboat
Stirrups, Guage Cock Stems,
&c., &c., &c.,
All from the Pure Sweed fron, and every one guaranteed
[Jan. 1857.

tecd

Philadelphia Union Spoke and Hub Manufactory.



Of every variety kept constantly on hand. Our stock of finished work is very extensive, so that we ore at all times prepared to fill Orders at short notice.

Stock selected with the greatest, and from the best that the country affords.

Any quantity of the very choicest white hickory, and second-growth Timber will be found at our mammoth establishment.

June-1857.

Z.C. ROBBINS.

MECHANICAL ENGINEER, AND

> SOLICITOR OF PATENTS, Washington, D. C.

WILL make examinations at the Patent Office, pro-W pare drawings and specifications, and prosecute applications for patents, both in the United States and foreign countries.

The Best and Cheapest method of constructing pleasure Vehicles ever discovered

(Washington, D. C. June 24, 1851, To all whom it may concern:

WM. T. HAMILTON, Md., II, HAMLIN, Maine, NATHAN BELCHER, CORE., CHAS, E. STUART, Michigan, SAMUEL CLARK, B. B. THUBSTON, R. I.

Сима, Исонка, У. У.

.Washington, November 28, 1818.

TO ALL WHOM IT MAY CONCERN:

To all whom it may concern:

During the time I have filled the office of Commissioner of Patents and for some time previous, Zenas C. Robers, Esq., has followed the business of Patent Sollettor in this city, and has been in the daily prosecution of business in the line of his profession, at the Patent office.

I am well acquainted with Mr. Robers personally, and believed him to be a man of integrity and ability, to whom persona at a distance may safely entrust their business. I am pleased to have the opportunity to say that he is faithful to the interests of his effective and has been, thus far, very successful in the practice of his profession.

JOSEPH TROTMAN, SADDLE-TREE

MANUFACTURER.

413 West Sixth Street, opposite Cutter, CINCINNATI, O.

N. B.—All Orders punctually attended to. July-1857 Sept.-1857

The Greatest Improvement of the Age! M'ELROY'S

ELDREGE & FITLER, Philadelphia.

Patent Elliptic C Spring and Coupling.

applications for patents, both in the United States and foreign countries.

Applications for patents which have been rejected at the Patent Office, he will, when required, argue before the Commissioner of Patents, or before the appellate court; in which line of practice, he has been successful in procuring a great number of very valuable patents.

He will prepare new specifications and claims for the re-issue of patents previously granted on imperfect descriptions and claims.

Applications for EXTENSIONS of patents, either at the Patent Office of the Patent Office, or to be used in consequence of it crossing the axle, and sticking out so far in the first place, may springs require less stock. But all, superintend the taking of testimony to be used in consequence of it country, yet the Elliptic, in order to perform Airs, superintend the taking of testimony to be used in consequence of its country, yet the Elliptic, in order to perform Airs, superintend the taking of testimony to be used in consequence of its country, yet the Elliptic, in order to perform Airs, superintend the taking of testimony to be used in consequence of its country, yet the Elliptic, in order to perform Airs, superintend the taking of testimony to be used in consequence of its country, yet the Elliptic, in order to perform Airs, superintend the taking of testimony to be used in constitution of the subject of patents, he will prepare the cause for the legal profession, explain the scleentific and make the cause for the legal profession, explain the scleentific and make practice in the United States and Europe.

Also, prepare caveats, assignments and all other papers required for securing or transferring patent property.

Having been ten years in the constant practice of his profession in the Vinited States and Europe.

Also, prepare caveats, assignments and all other papers required for securing or transferring patent property.

Having been ten years in the constant practice of his profession in this city, and having free access to the modes

And for ease of Motion, my Spring knows no rival.

To ALL WHOM IT MAY CONCERN:

We make the United States Senate and House the United States Senate and House of Representatives, being personally acquainted with Z.C. Romins, being her state in saying that he is a gentleman highly extended by the pleasure in saying that he is a gentleman highly extended for his integrity as a man and his capacity as a library over stone for the Magazine.

Liberal terms will be made to Spring Manufacturers wishing to use my Improvement,

as I intend to lay such inducements before both manufacturers and consumers as to bring it eventually into general use.

Address CHARLES A. WELLEDY, Deaware, OhioJune lat-1847

WHITE'S IMPROVED MODE

VITUCHING HURS TO AXLES

Patented March 24. 1857. 163 This improvement can be applied to Jarriages and Buggies, or to Wagons of all kinds; and by it the friction is cut off from both

ends of the Hub, and will hold grease or oil as long as it will last. For Shop, Township, County, or State Rights,

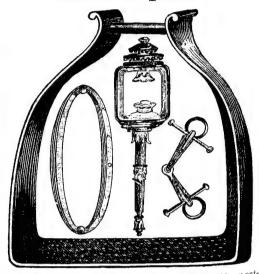
apply to the subscriber at Xenia, Green County,

JAMES M. WHITE.

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No. 49 NORTH THIRD STREET,

To No. 318 Market Street, between Third & Fourth. Philadelphia.



Harness Mountings & Carriage Trimmings,

Harness Mountings & Carriage Trimmings,
Comprising every variety of Goods used by Saddiers, Harness and
Coach-Makers, and of various qualifies, which we offer at low
prices for Cash or approved paper. We would especially call actention to the very superior qualifies of Harness Mountings, manufactured by Mr. Welch, oxclustively for ourselves, as being the best
made in this country or Europe. Should we be favored with your
orders, they will receive our prompt attention. Among our stock
will be found the articles cumorrated below.

Respectivity yours,
Sthrings, Bridle Bits, Spurs, Roller-Harness and Bridle Buckles;
Wood, I vory, Gutta 1 creba and Metal Martingale Rings; English
Bridle Fillings; Shoe Thread, Saddiers Silk and Thread; Saddiers
Wagon, Buggy and Riding Wildes; Horse Brushes, Curry Conba
and Cards; Terrets and Hooks, Swlvels, Pad Screws, Iron and
Wooden Hames, Snabs; Breeckling, Brace, Pad and Crupper Loops,
Trace Hooks and Bolts, Cockeyes; Halter, Breeching and Harness
Trace Hooks and Bolts, Cockeyes; Halter, Breeching and Harness
Trace Hooks and Bolts, Cockeyes; Halter, Breeching and Fressas,
Sluyer, Worstod and Whalebone Rosettes; the
ments, Pad and Olg Trees; Saddier's Tools, Loop Dies and Pressas,
Pavey's Harness Composition; Pad and Gig Saddie Housings, and
Bridle Fronts; Fair Calf and Hog Skins and Skivers Morocco and
Bridle Fronts; Fair Calf and Hog Skins and Skivers Morocco and
Bridle Fronts; Brench Calf Skins; Patent Skirting, Figh and
Skins; Pad Skins; French Calf Skins; Patent Skirting, Figh and
Bash Leather; Enamelled Colar and Ralling Leather; Enamel
Muslin Black and Colored; Enamel Drilling and Duck; Horse
Summer Covers; Princess and Collar and Ralling Leather; Enamel
Serges, Worsted and Cotton Bindings; Girth, Roller and
Webs; Straining, Diaper and Boot Webs; Cotton, Worsted, Linen
and Leather Fly Nets; Cloths, Damasis and Salutes; Goadines
and Curtain Siks; Coach Laces, Fringes and Tassels; Tuits,
Bands, Dashers, Handies, Apron Hooks and Rings, Whip Seckets;
Carriage Boits, Springs

ELIZABETHPORT WHEEL FACTORY, PHINEAS JONES,

(Successors to)

WHITTTEMORE & JONES,

Continue to Manufacture to Order

COACH, CARRIAGE, BUGGY AND WAGON WHEELS OF EVERY DESCRIPTION.

Also on hand, and will furnish to short notice, all kinds of

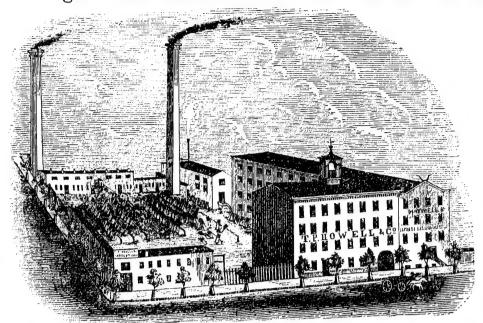
WHEEL STOCK, Hubs Morticed, and Spokes

FINISHED AND FITTED TO THE HUB, READY FOR DRIVING, IF WISHED.

THE subscriber solicits a trial of his Work, feeling I confident that for quality, workmanship and duri bility, he cannot be excelled.

Elizabethport, N. J.
November 1st, 1855. PHINEAS JOEES.

The Largest Establishment of the kind in the World.



T. P. HOWELL & CO.,

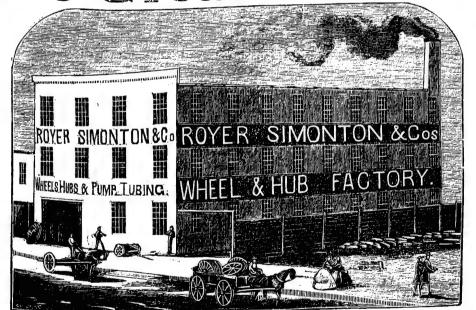
MANUFACTURERS OF LEATHER PATENT & FINAMELED OF EVERY DESCRIPTION.

Block Bounded by New and Wilsey Streets and Morris Canal.

WARE ROOM, 218 MARKET ST. NEWARK, N. J.

P. S. The attention of Dealers is respectfully invited to this Establishment.

The Western Great



ACTORY. SIMONTON & CO.,

ROYER, MANUFACTURE AND KEEP ALWAYS ON HAND A SUPPLY OF

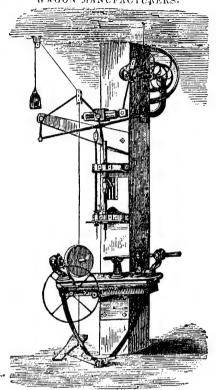
J, SPUKES, HUBS, FELLUES, SHAFIS, BUWS, Factory No. 375, South side of Third Street, below Smith Stree,

CINCINNATI, OHIO.

Mr. Simonton being a practical Carriege-Maker, our customers may depend upon having their orders filled correctly.

[Jan., 1857.

LANE & BODLEY, WOOD



Paniels' Planers, Gray & Woo3 Planers, Tenoning Machines, Mortising Machines,

Hub Boring Machines, Turning Lathes, Scroll Saws.

Tenoning Machines,
Mortising Machines,
Spoke Machines,
Spoke Machines,
Shafting Pulleys, &c.
OUR POWER HUB MORTISING MACHINES
are already widely and favorably known, and we solicit the patronage of the craft for any Machines they
may need, feeling assured that we can satisfy the most
fastidious mechanic. We would refer to
Messrs. Royer, Simonton & Co., Hub, Spoke and
Wheel Manufacturers, Cincinnati.

Wheel Manufacturers, Cincinnati.
Woodburn, Scott & Co, Hub and Spoke Manufacturers St. Louis,
Mr. Wm. McLain, Hub Manufacturer Baltimore.
And to our Machinery wherever it is in operation.
For descriptive Circulars and Price List, Address
Jan 1857. LANE & BODLEY, Cincinnati, O.

B. K. MILLS.



B. K. MILLS & CO.,

MANUFACTURERS OF

COACH LACE.

TASSELS, SPEAKING TUBES, &c.,

Bridgeport, Conn.
Orders solicited from Coach-Makers throughout the
United States and Canadas. Having the largest establishment of the kind in New England, we were confident that we can render universal satisfaction to all
who may favor us with their patronage. [Jau-1857]

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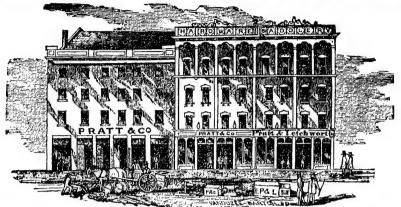
MALLEABLE IRON COMPANY,
65 TEMPLE STREET,
NEW HAVEN, CONN.

MANUFACTURE MALLEABLE IRON CASTINGS FOR CARriages, of every description of pattern, and of superior quality
Res Orders respectfully solicited. Address
E. J. GOODWIN, Sec'y.

SAMUEL F. PRATT,

PASCAL P. PRATT.

WM. P. LETCHWORTH.



MANUFACTURERS, IMPORTERS, AND DEALERS IN EVERY DESCRIPTION OF

OFFICE AND SALE ROOMS, No. 34 Terrace Street,

Opposite the Wostern Hotel, and adjoining the Mardware Stere of Mosses. Pratt & Co., June, 1857. BUFFALO, N. Y.

Oldest and Largest Establishment of the kind in the U.S.



SILVER DARRIAGE

423, 425 and 427, Main Street, Poughkeepsie, New York,

AVING purchased of Mr. Charles Pearl, bis entire interest in the above establishment, we would respectfully call the attention of Dealers and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and style of Carriage Hub Band, constantly on hand. We also manufacture extensively from superior timber, well seasoned Bent Felloes, Shafts, Poles, and turned Spokes, and Seat Hounds or Spindles of every style.

Terms—Six months for approved paper, or five per cent off for Cash.

[Feb. 1857.

HUBS! PLATT KEELER,

Fairfield Co., MANUFACTURES—in a section of Country proverbial for producing the best qualities of timber—the livery best Hubs of every variety for Carriages, &c, having a large stock of seasoned blocks of every size on hand, ready for turning to suitcustomers. Orders filled at the shortest notice and on the most reasonable time if a ddressed as above, by Mailor otherwise.

[May-1857. Westport,

The Greatest Improvement of the Age!

SARVER'S

PATENT ANTI-RATTLING, ANTI-FRICTION

SHAFT

On an entire New Principle. It will last as long as a Carriage to which it is applied, without costing a dime for repairs,

As a trial of more than two years abundantly

Boxes containing 2 dozen setts or more, sent to any part of the United States or Canadas at \$150 per sett.

TERMS-Cash. All orders must be addressed S. D. SARVEN, Columbia, Tenn. July-1857

F. M. PERKINS & CO.,

MANUFACTURERS OF

Pearl, Ivory and Bone Trimmings,

FOR CARRIAGES, RALLROAD GARS, SAD-DLES, HARNESS, &c., &c.

Metal Carriage and Harness Trimmings, of all De scriptions. Also, Manufacturers of fine Pearl and Ivory Coat and Vest Buttons. WATERBURY, CONN.

July-1857

Naugatuck WHEEL COMPANY,

NAUGATUCK, CONN.,

MANUFACTURERS OF HORS, SPOKES, FELLOES &

Of every description. Also, manufacturers

Ward's Spoke Turning Machine,

Universally acknowledged the best Spoke and Lathe now in use.

Orders respectfully solicited.

NELSON FULLER, July-1857 President of the Company.

JOHN P. JUBE,

83 Bowery, N. Y.

Keeps constantly on hand a large assortment of choice

Saddlery & Coach Hardware,

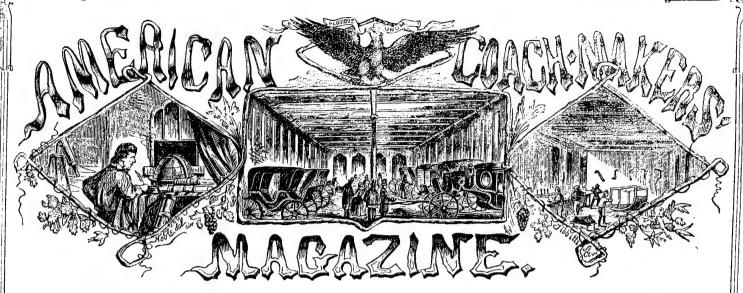
Together with a well selected Stock of the most approved Manufacturer's

PATENT LEATHER,

Japanned Curtain Cloth, Warranted Steel Springs, Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bowes, Coach Varnish and Japan, Curled Hair, Moss, &c. [June, 1857]

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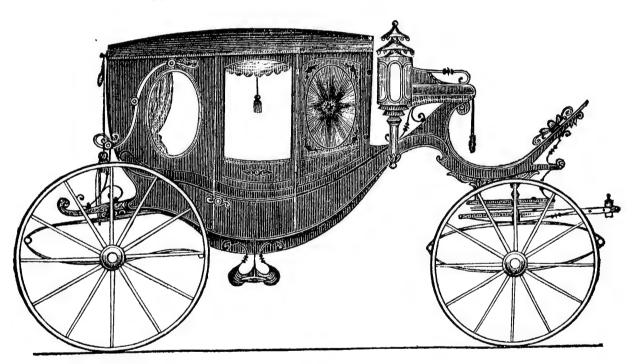


VOL. IV.—NO. 7.]

DECEMBER, 1857.

[C. W SALADEE, Proprietor.

THE O G CALASH COACH.



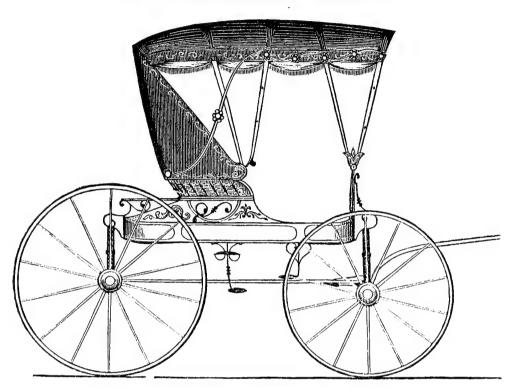
The characteristic features of this body are, eranc-neck front and O G back. The boot is one-half full, with a stay supporting the driver's seat. The calash windows are slightly arched, with a fancy rosette folded square in front. Of late, concave fronts have become almost universal, as they give the body a very graceful appearance. The present fashion East and South demands a very shown mock joint, which, when fully plated and claborately ornamented, adds much to the effect of a heavy carriage. Colors—brown bronze for body; the gearing striped with dark blue, touched up with drab and cream color.

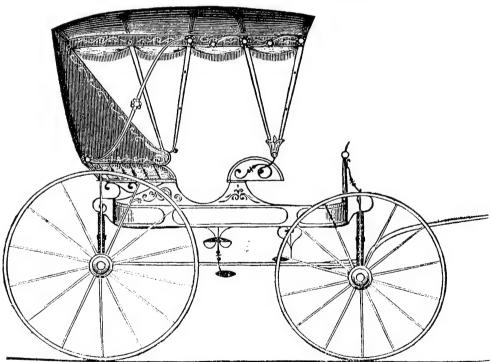
Trimming-silver gray, Lyon's reps., and curtains changing violet.

COE CONSTRUCTION OF STRUCTURE STRUCT

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BEER'S SLIDE SEAT.





This we consider as a thorough practical composition. The main originality of this body consists in the rounded corners, which can either be made solid or with pannels bent and molded, the molding reaching equal distances on each side of the corner. The turn-out seat is provided with a neat scroll-shaped handle, which supports the front bows. The dash is strongly supported by the front loop, so as to admit of fastening firmly the front bow when used single seated. The ornament on the boot can either be carved in the wood or painted. We would, however, recommend painting, as it is better adapted to light work.

Our next view, as changed into a two-seated carriage, recommends itself as a neat and practical design for a sliding seat carriage, and we believe will meet the general approbation of carriage-makers.



EDITOR'S TABLE.

THE VALUE OF SPARE HOURS.

We had the pleasure the other evening of visiting the rooms of an old friend and fellow craftsman, who, although a practical mechanic and a working man, has one of the choicest cabinets of natural history to be found in the country. The interest this man takes in the works of Nature, and the knowledge he has acquired of Natural History, has gained him the title of Professor of Concology, and secured him correspondents and friends among the best and most learned men of our country, through whose means, by a system of exchange, he has secured choice specimens of his favorite science from all parts of the world; and yet this man started in life with no advantages other than falls to the lot of every young man. Without friends or money to assist him, he struggled along in the world-became master of a good trade, by which he has secured himself a comfortable home and a snug little competence, wherewith, without luxuries or ostentation, he enjoys life in everything that is conducive to real hap piness. He is surrounded with an interesting little family, who are not only enjoying the educational privileges conferred by our excellent free school system, but are trained in habits of industry, economy, and self-reliance, which are a far better fortune than gold or silver, or houses and lands.

Now, it was by a judicious use of spare hours that our friend has gathered together this most useful and interesting cabinet of natural history, the real value of which cannot be estimated by dollars and cents. This cabinet embraces many rare and beautiful minerals, and fossil organic remains, beside, almost every known genera of land, fresh water and marine shell is represented in it, himself having, by his own research, furnished many specimens before unknown, some of which, by the universal consent of men of science, have taken the name of "Mooresianis," in honor of the contributor. It will be recollected that this cab inet was not scraped together as so many fine things for the mere purpose of display, but with a special reference to its utility, every genera being represented by perfect specimens of its kind, and the name, location, habits, history, anatomy, &c., carefully studied, and properly understood, which makes it exceedingly interesting and instructive to those who choose to pay it a visit

We are induced to make these remarks, simply to show the young tradesman what can be done in his leisure hours, for it will be recollected the work—gathering together specimens, and acquiring the knowledge of natural history, has been achieved by making little or no draft upon the hours of labor, for any day the well known ring of the old anvil may be heard in all working hours. We do not wish to be understood, however, as marking out any particular course for any individual, but merely to urge our young readers to apply themselves in their leisure hours to some branch of science or art, for such knowledge will not only be of use to them in after life, but its acquisition will serve in the present time to draw them from the haunts of folly and dissipation, and useful habits once acquired afford the individual

more real enjoyment, and are attended with far less expense, than the attendance upon those places of amusement, which, we are sorry to say, are too much frequented by the younger classes of community, for the good of the mind, the morals, or the purse. Suppose you take drafting. This art is all important to every one, especially the mechanic, to whom it is almost indispensable. And let us say to you that the leisure hours of this single winter that is before you, will, if properly employed, render you quite a proficient in the art, and make any and every branch of industry more interesting and valuable Or, if you should choose, the same time will give you a very good knowledge of book-keeping, or history, or many other branches, all of which tend to perfect you in your business, render you wiser men and better citizens. Now, how many of the readers of the Magazine will reflect upon this, and begin to employ their leisure hours upon something that is really useful, instead of idling away their spare moments to no purpose, or, what is worse, spending them in profitless conversation in shops, on the corners, or in some saloon or bar-room, or at a negro concert, or other places where no good can be obtained, but an abundance of

THE APPEARANCE OF THE MAGAZINE .- Owing to being thrown a little out of gear by some circumstances which need not now be mentioned, the November number, as well as the present one, is not a true specimen of what may be expected in future. In view of doing something handsome for our readers, and in order to bring the Magazine up to its true standard, we have secured designers and draftsmen from the best in our country, and our patrons may rest assured that illustrations of the finest designs and latest styles of both light and heavy earriages will appear in Magazine as fast as room will permit, accompanied with full and complete explanations and instructions in the different departments. We have designs and engravings, and will give, from time to time, illustrations of the English, German, and French styles, Americanized, as well as those of true American origin, designed and perfected by American mechanics.

We again call the attention of our reades to the very liberal offer made in our Prospectus, to subscribers to the next volume of the Coach-Makers' Magazine. The advantage of a credit of four months from the first of January next, cannot fail to be appreciated by all who wish to secure the Magazine another year. Now, business is dull, and money hard to be got hold of, and one dollar comes harder now than two will next May, when business is good and money casy. By taking advantage of this offer, subscribers can have the Magazine through the long winter without being put to the inconvenience of paying for it till business becomes good. We hope those who intend to profit by this offer will send in their names as soon as possible, for we do not wish to print any more numbers than will be needed to supply subscribers.

Mr. Galloway has our thanks for Senate documents.

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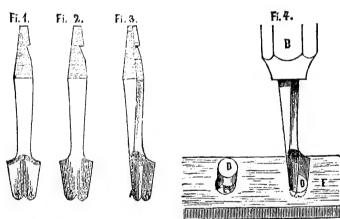
BUSINESS DEPARTMENT.

The following is the manner in which our "Plug Cutter" will be disposed of. There are hundreds of journeymen who object to the idea of being compelled to purchase these bitts this country-Messrs. Watrons & Co., Ravenna, Ohio. at one particular place, or from one particular party. First, because the journeyman who resides .t a great distance finds it inconvenient to send for them, and in case he should break one, and should want it repaired immediately, could not do so. And, in the next place, many centend that if they had one set, and should break one, they could replace it with less expense in a much shorter time than to send to head-quarters, by having the "carriage ironer" to make a substitute out of some old centre, or auger bitt. In consequence of this we shall adopt the plan given below, and then each and every man having the right can make, or cause to be made, his own bitts, after the first set.

Our prices will be as follows: For one "personal right" and one set of bitts, \$5. When three rights and bitts are taken in the same shop, \$12.

The following is the form of the deed:

SALADEE'S PLUG BITT.



KNOW ALL MEN, That I, CYRUS W. SALADEE, of Columbus, Ohio, did obtain LETTERS PATENT, of the United States, for a new and improved Plug Bitt, for the purpose of cutting out cylindrical blocks of Wood, bearing date May 23d. 1857, for the term of fourteen years.

NOW THIS INDENTURE WITNESSETH, That for and in consideration of the sum of \$5, paid to me by S. W. Seman, of Philadelphia, State of Pennsylvania, (the receipt of which is hereby acknowledged,) I do hereby sell to said Seman the night of the use of my Plug Bitt, together with one set of the same, to the full end of the term for which Letters Patent were granted, together with the privilege of making or causing to be made, the Bitts for his own personal consumption; but in no case to be allowed to make and sell, or exuse the same to be done to any person whatsoever, as this right is granted for his personal use only; and which right he shall enjoy in any part of the United

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of October, 1857. C. W. SALADEE.

Per ALEX. ARMSTRONG, Agent.

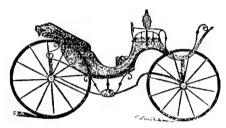
ner Deeds and Bitts sent in neat packages by mail to any part of the United States or Canadas, free of postage.

We have just received a heavy lot of our "Plug Cut-

ters" from the manufacturers. The set consists of three pieces -one bitt to cut & plugs; second size, 1 inch, and the third size, for § inch. These bitts are finished off in the most superb manner possible, and are made by the best bitt manufacturers in

NOTICE.

We will send the following cut to any part of the United States on the receipt of \$1, and 20 ets. in stamps to prepay post-



It will be seen we have reduced the price of this cut. Our present facilities for stereotyping are such, that we feel justified in putting these fine engravings at this reduced rate, and thus put into the hands of every coach-maker a cheap illustration for his newspaper advertisements. C. W. S.

TOP LIFTER.

The proprietor has just secured another patent upon this important invention, dated September 1, 1857. It is now covered by two patents, in such a manner that it can never be got around or infringed upon by any other improvement of the kind. Its manifest utility is fast bringing it into notice and universal adoption by carriage makers, and others who have an opportunity of witnessing its operation. It is an attachment that no top buggy should be without. The rights have been disposed of for a large amount of territory already, although but a few weeks before the public.

W. & II. Rarey, of Groveport, has the exclusive right of the State of New York, who will dispose of the same in shop and county rights.

Wm. Sanderson, of Mt. Vernon, has Knox county, Ohio. Wm. Bears, of Milan, has Eric county, Ohio.

P. Windle & Sons, Washington, has Fayette county, Ohio. John Grant, of New Burlington, has a right.

E. Bomgardner, of Bellbrooke, has Green county, Ohio. Bigelow & Co., of Pittsburg, has Alleghany county, Penn.

C. H. Stark, has Westmoreland county, Penn.

Our New Heading .- We suppose, of course, every body will notice and admire our new heading, without saying one word about it. The artist too, we presume, will receive his full share of praise for his taste in design as well as skill in execution. Our readers will please take this as an evidence of a disposition on our part, to render the Magazine pleasing as well as

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GUARD'S WHEEL MACHINE.



The above cut represents the boring of the hub by means of a crank, the driving wheel mashing into a grooved cylinder, which carries the auger. The hub is firmly secured in the machine between two iron plates, one of which is spaced to correspond with the number of spokes to be used in the hub, which obviates the necessity of spacing the hub for the mortising.

The Bay City Spoke Works.—While on a visit to the "Bay City" some weeks ago, we had the pleasure of making the acquaintance of Messrs. Pierce & Wolsey, who are extensively engaged in the manufacture of spokes. It affords us pleasure to say, after having looked through these works, that we have never seen a better article of timber (nearly all of which is second growth) than that which is used in this factory. And, as to the finish of the spokes they make, we must, most decidedly, give them the praise of being the best we have ever seen. With the exception of shaping the tenon for the mortise in the hub, and the application of fine sand paper, these spokes require no "dressing up" or finishing on the part of the carriage-maker whatever.

We observed one circumstance, which alone is of sufficient importance to secure for this factory a liberal and profitable patronage from the craft. On calling at the factory and making some inquiry after the Mr. Wolsey, we were told that he and some hands were in the forest selecting timber for spokes, while we found Mr. Pierce with his coat off and busily engaged in the factory. It requires neither a prophet nor a philosopher to prediet that success must follow as the result of such close application and industry, as that manifested by these two gentlemen. They are also making preparations for the manufacture of hubs, and every description of "bent stuff," and which branch of the business will be in operation in the winter and coming spring. We must say to a number of our friends who have written us to know where they can obtain seasoned second hand growth spokes, that they can be supplied by sending their orders to this factory, as it has a large stock on hand. c. w. s.

ADVERTISING.

Now is the time to advertise your business, as it has been well suggested the time for advertising is when the times are so hard that nobody else will; for it follows, as a matter of course, those who advertise are they who sell their goods. We would therefore suggest to those who are dealing in spokes, bent stuff, paints, oils, varnishes, leather, cloths, laces, or in any article in the line of carriage-making, that the Coach-Makers' Magazine offers greater facilities for advertising your business than any other medium, for it goes directly among those who are constantly using these articles, and are consequently on the look out where they can be had the cheapest and the best. Besides, the Magazine already circulates in every State in the Union, as well as extensively in the Canadas, and with the present prospects, notwithstanding the hard times, the next volume will be found in every shop of note in the United States and British Provinces.

OUR CHARTS.

What carriage-maker does not desire the neatest, most attractive, and, with all, the cheapest method of advertising his business!

There is no one, that is certain.

Then send and procure our charts, a finely illustrated sheet, 28 by 35 inches, bordered all around with some five dozen beautiful cuts, embracing omnibuses, coaches, rockaways, buggies, sulkys, spring wagons, sleighs, and hearses; in short, every variety of vehicles now in use in our country.

PRICE.

100 copies, - - - \$15 00 1000 " - - 100 00 C. W. SALADEE,

Proprietor of the Coachmakers' Magazine.

An Encouraging Feature.—A correspondent informs us that the "Newark (Ohio) Machine Works have generously presented every apprentice in their employ with a subscription to Vol. XIII. Scientific American," and he remarks that "a manufacturing company whose policy dictates so enlightened a consideration of the interests of their apprentices will be guided through the present financial revulsion by a spirit of intelligence and wisdom which will prove adequate to the emergency. A careful examination of the weak places in their business, a judicious retrenchment at every practicable point, and thorough and complete co-operation of their employees, will inevitably carry them 'across the Rubicon' and ensure success beyond."—Scientific American, Oct. 31.

Will not the carriage-makers throughout the country imitate the above by presenting each of their hands with a subscription to Vol. V. of the Coach-Makers' Magazine?"

"LIFE ILLUSTRATED" is the name of a paper published by Fowler & Wells, No. 308, Broadway, N. Y., one of the best family newspapers hailing from the Empire city. If there is a family in the land that does not take the Life Illustrated, let them send for it without delay, for no family can afford to do without it. It is a large paper, filled to the brim of the choicest reading matter, such as every parent or child should have access to. It tells how to live, enjoy health, and be happy. Price \$1 per annum.

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The Young Tradesmans' Column.

As there are many parts to be played in the great drama of human life, the first business of every individual should be to become familiar with those parts, to fully understand the relations he sustains to society, and to the world; and as the greatest skill of the artist is displayed in bringing out every feature and lineament, giving to every limb and muscle its due proportion and proper development, so our best men are those who, by a proper course of culture, by a judicious system of education, the whole man is fully developed; every faculty of both mind and body is brought out to meet the various demands of society. Our most noted men are by no means our greatest men, but in too many instances they are but parts of great men, whose peculiar greatness is too often produced at the expense of other qualities which are essential to the character of a good citizen, and of more importance to society and to the world than those for which they are distinguished, and were all the relations of life taken into account, and the balance struck out, celebrated men would often fall far below many others who are entirely unknown to fame. Such is our nature, and such is our relation to each other, that it is not sufficient to the character of a great man that he be a statesman, an orator, a philosopher, a poet, or a business man, although all these qualities may be essential and good as far as they go, yot the world calls for neighbors, associates, friends, and such character cannot be produced without a full development of the whole man, and inasmuch as the mind is inseparably connected with the body, that it grows and strengthens with it, and also sickens and dies with the body, it becomes all important that we should attend to the strength and development of the body. This brings us to the consideration of the laws of

HEALTH.

Health is the normal or natural condition of the body, or a condition when all the organs perform their proper functions. To keep these organs in this condition, to assist them in the performance of their several functions, depends upon the habits of the individual, and no one habit is more essential than cleanliness. It will be recollected that the skin performs an important part in the exerctory process, and for this purpose it is filled with innumerable holes or pores, each one supplied with a tube a quarter of an inch or so in length, through which the waste and efete matter is discharged from the system, amounting to an ounce or more each hour. This matter is very poisonous to the system, and, if prevented from escaping, would enter again into circulation, and death would be the consequence. Hence the importance of keeping the body clean by frequent bathing, for it is obvious that in proportion as these percs are closed by an accumulation of perspiration and dust, the health of the body will be impaired. We would therefore recommend to young mechanies, as well as to all others, that when the labors of the workshop are closed for the day, to lay off their working clothes and give themselves a good washing, and then by re-dressing in a suit of clean under clothes, or especially a suit that has not been worn a rude and disobliging behavior.

through the day, they will feel as refreshed as after a good night's rest, and not only be prepared for an evening of mental labor, but a night of pleasant repose, and will receive a reward for their pains in more permanent health, and the approbation of their boarding mistress for clean kept beds and tidy boarders.

To fill up the little crevices of time that might let in damps and chills of idleness, we here introduce a few questions and answers in

FAMILIAR SCIENCE.

LIGHT.

Q. What is light?

- A. Rapid undulations of a fluid called ether, made sensible to the eye by striking on the optic nerve.
 - Q. How fast does light fly?
- A. Light travels so fast that it would go eight times round he earth while a person could count "one.
 - What is ether?
- A. A very subtle fluid, which pervades and surrounds every thing we see.
 - Q. How can undulation of ether produce light?
- A. As sound is produced by undulation of air striking on the ear, so light is produced by undulations of ether striking on the eye.
 - Q. How does combustion make undulations of light?
- 1. The atoms of matter (set in motion by heat) strike against this ether, produce undulations in it, as a stone thrown into a stream produces undulation on the water.

Q. Why is a ray of light composed of various colors? A. So vary the color of different objects. If solar light were of one color only, all objects would appear of that one color or else black.

Q. Some things are one color and some of another. Explain the cause of this?

A. As every ray of light is composed of all the colors of the rainbow, some things reflect one of these colors and some another.

Q. Why do some things reflect one color and some another?

Because the surface of things is so differently constructed, both physically and chemically.

Why is a rose red?

Because the surface of the rose absorbs the blue and yellow ray of light, and reflects only the red.

Why is a violet blue?

Because the surface of the violet absorbs the red and yellow rays of the sun and reflects the blue only.

Why are some things black?

Because they absorb all the rays of light and reflect

Why are some things white?

Because they absorb none of the rays of light and reflect them all.

ILL-BREEDING.—Ill-breeding is not a single defect, it is the csult of many. It is sometimes a gross ignorance of decorum, or a stupid indolence, which prevents us from giving to others what is due to them. It is a peevish malignity which inclines us to oppose the inclinations of those with whom we converse. It s the consequence of a foolish vanity which has no complaisance for any other person; the effect of a proud and whimsical humor which soars above all the rules of civility; or, lastly, it is produced by a melancholy turn of mind which pampers itself with

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MISCELLANEOUS.

SEWING MACHINES.

The construction of these machines, adapting them to the wants of the different branches of mechanical industry, is beginning to attract the attention of both employer and inventor, and as we are frequently inquired of, with regard to their operation, utility, &c., we cannot do better, perhaps, than to transfer to our columns a brief description and history of the sewing machine, from the "The Plough, the Loom and the Anvil," remarking, however, that there are different patterns of these machines, of extra size, with large shuttles, suitable for the work of carriage-trimmers, harness-makers, shoe-makers, tailors, &c.

"A general interest appears to be awakened upon the subject of these domestic labor-saving machines, which extends to all classes of the community. In our recent tour to the East, we visited scarcely a single family who did not make some inquiry in reference to them. Every sewing girl regards her fortune as secure if she can possess one. Housewives look upon them as a godsend, that will save them a large portion of the time now devoted to the preparation of clothes for the family. And among even the extra fashionable, there seems a quiet current in actual motion, freighted with sewing machines for their special use. Our Fifth Avenue could make quite a parade of these implements. But there is, for obvious reasons, a universal fear of being cheated in the purchase. The wrong machine, or a machine badly constructed, or not in complete preparation for use, may be chosen, from the entire want of experience and of all knowledge in regard to them. Hence, the anxiety of those who, in scores, have inquired of us, 'what is the best?'

To answer this question is about as difficult as to tell which is the best apple in the market, or the best pear, or the handsomest dress pattern. But there are certain things that we can state in reference to them, which will be a useful guide, to some extent, for all those who would procure this curious and useful mechanisms.

The world is indebted to the mechanical genius of this country for all the sewing machines in actual use in every country under the sun. The patent of Mr. Howe, for the 'shuttle movement,' which was obtained in 1846, is the beginning of the history of sewing machines for general use, and although he was not able to perfect his machinery so as to make a good machine, those who were competent to this, or rather who were successful in doing this, were obliged to use his 'shuttle movement,' because his patent covers all the known contrivances for using two threads, and all the recent inventors are obliged to pay him a handsome tribute for the use of that movement. This, of course, secures to him an immense income from sewing machines, though he never made one that the public would buy. Leaving the construction of the various parts of these machines, we proceed to make such suggestions as are of interest to one who would purchase

Each kind of machine makes a peculiar stitch, and is confined to that, with the exception mentioned hereafter. The length of the stitch can be varied in all.

The machines that are familiar to us make one of the three following stitches: The tambour or chain stitch, the lock stitch, or (as in Grover and Baker's) a stitch with a compound or

double looping.

The tambour stitch is that in common use in manufactories of broadcloth, etc., for marking their goods. It is formed by driving the needle through the cloth, (the eye of the needle being near the point) then withdrawing it, but leaving a loop 'slack,' or not drawn out. The needle is again driven through the cloth,

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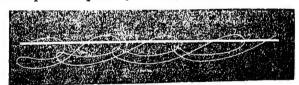
in the second stitch, and a second loop is left as before. The first loop is then hitched on to the second, which second loop secures the first as soon as the second is itself hitched on to the third, as already described, and so the process goes on Each loop is fastened by the next to the end of the work. Hence, if this end of the thread is not properly secured, a slight force applied to it will draw out the whole seam. But it can not be thus ripped from the end at which the work was commenced. This is essentially the same stitch that is formed in plain knitting.

Another stitch is the lock or shuttle stitch, patented by Mr. Howe. This stitch is made by nearly all the machines which use two threads, the second thread being wound on a 'shuttle' or its equivalent, on the under side of the work. This is formed



by locking one thread in another, as a man would kook his two fore fingers together. The second diagram exhibits this loop. This is sometimes called the mail bag stitch. The needle is thrust through the cloth, and then withdrawn, leaving a slack loop, when a shuttle or some other similar contrivance draws a thread through this loop. The next descent of the needle draws this loop tight, while the shuttle thread prevents the first or needle thread from escaping through the cloth. This action is constantly repeated. The lower thread may be nearly or quite straight, as it always is when hard cloth as linen is sewed. It then operates like a wire, running through every loop, or like the chain of the mail bag, and thus holds the work firm. If, in using this stitch, the lower thread is quite straight, and the work drawn too tight, or gathered, whenever force is applied, as in washing, etc., to pull the cloth straight, the thread is liable to break. But few stitches, however, would be 'let down' by this, the tightness of the work securing the thread in its place. If the under thread is drawn nearly or quite into the centre of the cloth, as it would be in thick goods, if both threads are equally tight, the elasticity of the cloth, will secure the thread from breaking, and the work will be much more durable.

A third stitch is made only by Grover & Baker's machine, and is formed as follows: The needle is thrust through the cloth and withdrawn, leaving a loop as in those before described, which loop is kept in its place by a rotary hook till a second loop is



formed. The first loop is then passed between the threads of the second loop, and hitched over the third loop, and the whole is drawn tight. The second loop, passing between the threads of the third, is hitched over the fourth, and so on.

The complication of the stitch made by Grover & Baker's machines, in other words, the double looping of each stitch, produces on the under side of the work a small ridge, which is a blemish to its appearance where both sides are exposed to view, as in shirt collars, wristbands, etc. Hence they manufacture another kind of machine, to be used for such purposes, which makes the same stitch as the other high-priced machines, though with different machinery.

with different machinery.

The machine referred to as forming different stitches, is Robinson's, or rather "Robinson's with Roper's improvement." This uses only a needle-full of thread, the whole length of which passes through the eye of the needle at every stitch, the eye being a kind of hook, and the needle re-seizing the thread at every movement. Hence, if there is any imperfection in the thread, it will be discovered at once; its rupture is almost certain. This machine takes any stitch in use, we believe, except the 'button hole' stitch. A friend informs us that Mr.

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Harrison, of this city, has a machine designed for sewing button every part of the surface will be equi distant from that point. holes, but we have never seen it.

The machines of Wheeler & Wilson, and Singer & Co., make the lock stitch, as shown in the second diagram. All the 'cheap sewing machines we have examined, as Pratt's, Watson's, Avery's, etc., ma'te the tambour stitch, as shown in the first di-

So far as any advantages are to be found in one or the other of these, we are aware of none except what results from the difmachines are kept in motion. One form of machine may be thought more neat and tasteful than another, and one or the other be more easily managed by particular individuals, its mysseveral machines may therefore be stated as follows:

Grover & Baker's double-locked stitch is peculiar to their machines. Their shuttle machine, Wheeler & Wilson's, and Singer & Co.'s, all make the stitch, but by different machinery, and into these mechanical differences we can not now enter. They do not very materially affect the comparative value of either. Robinson's makes its various kinds of stitches, but it has complicated machinery, does less work in a given time, and requires more effort to work it. It requires also the very best of thread. The cheap machines make the tambour stitch only, as in the first diagram, and will not do so much work as the more expensive machines. There are other machines, too numerous to mention, both using the shuttle and a single thread. the special merits of which have not been brought to our netice. Some are 'high priced;' some 'cheap,' and one or two, like Woodruff's, are more costly than those named as cheap, and cheaper than those called high priced.

CHEMISTRY FOR THE MILLION.

The figures prefixed denote the proportions of each ingredient and of the compound. Thus, read the first; 8 lbs. of oxygen, combined with 1 lb. of hydrogen, form 9 lbs. of water; and so the others, putting "combined with" after the first word in each line, and the word "form" after the second.

8 OXYGEN

1 HYDROGEN

9 WATER.

Water with other substances forms hydrates, as hydrates of lime, of iron, etc.

16 OXYGEN

6 CARBON 22 CARBONIC ACID.

Carbonic acid forms Carbonates, as Carbonate of Lime, (chalk, marble, lime-stone,) Carbonate of Soda, (washing soda) bi-earbonate of soda, (cooking soda) etc.

3 HYDROGEN 14 NITROGEN

17 AMMONIA.

The three compounds above, water, carbonic acid, and ammonia constitute a very large part of the food of all growing plants. Nothing could grow if deprived of either of them. Decaying plants and animals are always giving them off; and living growing plants are always receiving them.

Water. The reader will see by the table above, that this liquid is composed of two gases, oxygen and hydrogen. The first is the cause of all combustion; the second is one of the most inflammable substances in nature; and yet the liquid composed from them is the great extinguisher of flame. Oxygen is a little heavier than air; hydrogen is fourteen times lighter than air; and yet water composed from them weighs about 63 lbs. to the cubic foot.

The laws by which water is governed ought to be understood by all. 1st. It is perfectly fluid at ordinary temperature—seeks its level, and will obtain it perfectly if no disturbing forces operate to prevent-will rise as high in the spout of the teakettle as it stands in the kettle itself, as high in the penstock as in the fountain, and as high in one part of the broad ocean as in any other part, so that, measuring from the centre of the earth, A wagon wheel.

As water cools from a high temperature, say from the boiling point, it diminishes in bulk, till it comes down to about 39° Farenheit. It then, contrary to the general law that bodies shrink as they cool, expands gradually till it comes down to the freezing point, 32°, where it suddenly expands and crystalizes into ice. This expansion below 39° is the cause of ice being lighter than water, so as to remain on the surfaces instead of sinking. By remaining on the surface it protects the water beference of the stitch, and also the ease with which the different neath from the cold air, and prevents freezing more than a few inches, or at most a few feet in thickness. Whereas, if it sunk to the bottom, the surface would freeze and sink successively, till the whole mass of our rivers, lakes, and even the ocean itself, in teries being more readily understood, but hosts of certificates the polar and temperate latitudes, would become solid bedies of might be obtained by each, testifying that each one is far better ice during winter, and would not dissolve sufficiently soon on the than all the rest. The chief point of difference between the return of the sun to admit of vegetation, by reason of the chill return of the sun to admit of vegetation, by reason of the chill that would be produced on the atmosphere. Nothing more strikingly illustrates the wisdom and goodness of the Great Author, and the constant executor of nature's laws.

> 3. When water is heated, it gradually expands from 39 degrees upward, enlarging its bulk so slowly as not to be perceived except by the use of nicely constructed vessels, until it reaches At this point it turns into steam, of which every drop of gives a bulk 2700 times greater than its own. When a water gives a bulk 2700 times greater than its own. kettle of water over the fire comes to 212°, the boiling point, where it begins to form steam, all of it would pass into steam at once with a violent explosion but for one reason, and that is, that when water changes from a solid to a liquid state, and then again when it changes from a liquid to a vaporous state, it takes heat from the surrounding objects. Every one must have noticed that when snow melts it chills the air, and when it begins to freeze it warms the air. When it consolidates, it gives heat to surrounding bodies, and when it liquifies it takes heat from surrounding bodies. So when it turns from vapor to a liquid state it gives out heat, and when it changes from a liquid to a vapor, or steam, it takes in heat — steals heat, so to speak, from every object near it. You heat water to 212°. The first particle of steam that goes off, takes away heat from the water that is left, and so between the stealing of heat above by the departing steam and the infusing of heat by the fire below, the temperature remains at 212°, whether you have little fire or much. If the water is open and uncompressed, you cannot heat it above that point, and if you have but very little fire, it will not fall below. The more fire you make, the faster the steam passes off; but the faster the steam passes off the faster it earries off heat from the water left behind. If it were not for this it might be as dangerous an operation to convert a kettle of water into steam as to explode one filled with gun powder. At 212° the expansive forces of water—its tendency to fly off in steam—is 15 lbs. to the square inch, but as the pressure of the atmosphere is 15 lbs. to the inch, the one just balances the other. If you could heat it, when open and uncompressed, above 2124, the expansive force would overbalance the aerial pressure and there would be an explosion. But we have seen that this is impossiblethat it cannot be heated above 212°-because the steam passing off the instant it would rise above that point, takes away heat precisely as fast as the fire infuses it.

We have considered the facts of the fluidity of water from 32° to 212°, of its solidity below the former point, and of its gaseous, or vaporous state, above the latter. We desire the reader to impress on his mind the facts that, when water changes to ice it gives out heat, imparting it to surrounding objects, and that when it changes back to water it absorbs heat, taking it from all bodies near, and thus producing a chill; also that when it changes to steam it absorbs still more heat than when it passes from ice to water, taking it from any body near, but mainly from the water which it leaves behind yet unevaporated.

What is that which grows less tired the more it runs?

- COE GOVE

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THE COACH MAKERS' MAGAZINE

A STARTLING STORY—THE OPEN POLAR SEA.

We find the following communication in the National Intelligencer:

Gentlemen,-In the recent discussion and speculations touching the existence of a North Polar (open) sea, superinduced by the publication of the work of the late lamented Dr. Kane and others, I have been somewhat surprised never to have met with any allusion to a tract entitled "A brief discourse of a passage by the North Pole to Japan, China, &c., pleaded by three experiments; and answer to all objections that can be urged against a passage that way, by Joseph Maxon, Fellow of the Royal Soci-From said document I make the following verbatim extract, to wit :

"Being about 22 years ago, in Amsterdam, I went into a drinking house, to drink a cup of beer for my thirst, and sitting by a public fire among several people, there happened a seaman to come in, who seeing a friend of his there, who he knew went in the Greenland voyage, wondered to see him, for it was not yet time for the Greenland fleet to come home, and asked what accident had brought him home so soon, his friend (who was the seaman aforesaid in a Greenland ship that summer) told him that their ship went not out to fish that summer, but only to take in the lading of the whole fleet, to bring it to an early mar-

ket, &c.
"But," said he, "before the fleet had caught fish enough to lade us, we, by order of the Greenland Company, sailed unto the North Pole and back again. Whereupon (his relation being novel to me,) I entered into discourse with him, and seemed to question the truth of what he said; but he did assure me that it was true, and that the ship was then in Amsterdam, and many of the seaman belonging to her, to justify the truth of it; and told me, moreover, that he had sailed two degrees beyond the Pole, I asked him if they found no land or inlands about the pole? He told me, no, there was a free and open sea. I asked him if they did not meet with a great deal of ice? He told me, no, they saw no ice. I asked him what weather they had there? He told me fine warm weather," &c.

To the tract from which the above extract is taken, there is no date, but I infer the period of Mr. Maxon's conversation with the seaman, to have been in the year 1646, from a date given in another part of the document.

The tract is published in the first volume of John Harris's collection of Voyages and Travels, page 616, London, MDCCV., folio edition. The only copy of which I have ever seen, is the one belonging to my library, and from which I quote as above.

Who are Benefactors?—Wide-awake business men, men who make work for themselves and others, men who are alive to the interests of the individual, the State, and the Nation. Idle capitalists, who withdraw and lock up their means, are not benefactors; but, by "forcelosing" and shutting down the gates, actually compel honest industry to go into bankruptey. On the other hand, Mr. Enterprise easts about, finds an opening where men and women may be profitably employed, as well for their own good as for that of the whole community, and he sets the wheels, for a whole neighborhood, in motion. This creates a demand for produce, which benefits the farmer, makes a market for dry-goods, which benefits the merchant, and thus one helps the other throuhgout the entire ramifications of society and the The man who advertises the most liberally, who gives profitable employment to the greatest number of persons, and thus aids in the development of our resources, to enrich the world, is the real benefactor.

Reader, would you be a benefactor? then help those below you—or, we would say, those less fortunate than yourself—"to help themselves." Put them all in the way to earn or do something, and thus confer benefits upon countless thousands who are willing, but who have not the wherewith, to set themselves to ions. The Commissioners of Sewers in that city are now pro-

THE SEASON.

Out upon him who sang of Autumn-

"The melancholy days have come, the saddest of the year."

What! this a sad season, which beholds the ripened and abundant harvest gathered golden to the garners; which beholds the orchards and vines bending with luscious fruitage, gladdening to the eye and heart of man; which beholds the visage of nature taking on manifold splendors—the woods blushing yellow and crimson, and purple and gold, and the skies reveling in perfect azure, or in cloud-garments, gorgeously piled to the zenith or streaking the horizon, flaming with all the colors of the prism?
Nay, it is a glad and glorious season—the crown and lustre of the year. It may be sad to those who have gathered nothing through the seasons that are past—those who planted not in the Spring, nor tended in the Summer. But not so to the harvester. with hand, or heart, or brain. He feels a large joy under the October sun, and gazes with rapture on earth, and sea, and sky. There is a fullness and ripeness in Autumn, that delights the manly soul. Each bursting tint, on flower and leaf, bespeaks to him the marvelous splendor of nature and the illimitable resources of God. June and October are the jewels in the girdle of the year-and October the most beautiful. Go out into the fields and upon the mountains, O denizen of the city, and behold how fair is her face, and how magnificent her apparel. She walks abroad in beauty, a garlanded queen. Her chariot flashes through the gates of the loveliest mornings; her coursers tread the mottled purplings of the rarest sunsets. Her breath is fragrance, her countenance is light! She is October, peerless among her sisters-

> "The fair twelve, That do all seasons form and fill, And circle the revolving year."

THE WORTHLESSNESS OF GOLD.—It is stated by many of the survivors of the Central America's passengers, that there was seldom so large an amount of money owned by passsngers as was in the case of those who came by the Central America. Many were persons of large means, and there were very few whose immediate wealth did not amount to hundreds, while numbers reckoned their gold by the thousands of dollars. The greater portion of the passengers were returning miners; some coming hither to invest the capital they had realized in hopes to live a life of greater ease as the result of their industry, and others to get their families and once more go to the land of gold. But as the storm continued to rage, less and less of gold was thought of, and when, on Saturday, it became evident that they were likely at any moment to be buried beneath the waves, the wealthy men divested themselves of their treasure belts and scattered the gold upon the cabin floors, telling those to take who would dare to trust its weight—as a few ounces or pounds might carry them to trust its weight—as a few ounces or pounds might carry them to death. Full purses, containing in some instances \$2,000, were lying untouched on sofas. Carpet-bags were opened by men, and the shining metal was poured out on the floor with the prodigality of death's despair. One of the passengers, who has fortunately been rescued, opened a bag and dashed about the cabin \$20,000 in gold dust, and told him who wanted to gratify his greed for gold to take it. But it was passed by untouched as the veriest dross. A few hours before he would have struck down the man who would have attempted to touch a grain of that which he now spurned from him. - Scientific American.

LONDON AND OLD ROME.—Rome in the days of its glory was a magnificent and great city, but historical students assert that London already surpasses what that city was in her palmiest days. London has a population of 2,500,000, and what is very remarkable, it increases proportionably faster than any city in England. If it goes on increasing for half a century as it has during the past 50 years, it will then have a population of six millviding drainage for such a population. What a human hive!

COAL .- As a kind of answer to the question "What is it?" published by us last week, we transcribe the following description by J. A. Phillips, an English metallurgic chemist:-

Lignite, or brown coal, is found in that portion of the earth's crust called by geologists the "tertiary formation," and it varies very much in its appearance and composition, and has conse- ance upon chances; but good manners and sound morals can be quently received from mineralogists several distinct names, such as brown coal, bituminous wood, common lignite, and earthy lignite. Of these, the former very much resembles turf in its nature, consisting of woody matter, which in many instances so far retains its original structure as to admit of the recognition of from thirty-live to forty per cent of a brittle coke resembling simply this superiority of manners and morals. Just so far as charcoal.

The second variety, or bituminous wood, although it still presents, to a certain degree, its woody texture, is generally of a very dark brown or black color, and more closely resembles in its nature some varieties of mineral pitch than the wood from which it was originally formed.

At Meiszner, in Germany, a deposit of bituminous wood is covered by a stratum of basalt more than three hundred feet in thickness, and occurs in flattened fragments which still retain the laminated structure of wood. Its transverse fracture is conchoidal and glossy, its specific gravity 1.32, and the usual color of the substance either dark brown or black. When burnt, it decrepitates on the fire, giving off a very disagreeable odor, and leaves about fourteen per cent of ash.

Common lignite very much resembles in its appearance coals from the secondary formations. Its usual color is black or brown. with a compact structure and irregular fracture. Sometimes the fracture is conchoidal and brilliant, and in this case the substance is often called jet, although the true jot from which ornaments are manufactured is not a variety of lignite. This substance contains a less proportion of water than the variety known by the name of fossil wood, and has an average specific gravity of 1.20. When heated, it gives off inflammable gases, together with acid and tarry matters; but the resulting coke in most ininstances retains the form of the fragment from which it was produced. Less frequently the lignites may be so far softened by heat as to run together and cake on the fire, or even to assume a tarry consistence; but these specimens are only to be obtained from deposits occurring in the fresh water limestone formations.

The earthy lignites, as their name implies contain a large proportion of incombustible foreign matter. They have a dark brown color and hackly fracture, and, from the quantities of iron prites and clay which they contain, are sometimes burnt, for the purpose of manufacturing alum and copperas from the ashes they thus afford .- Scientific American.

PEASANT MARRIAGES IN HUNGARY .- Baron Paloesay's outle never presented a more curious aspect than every year in autumn, which, in the highlands, is the general wedding season it to cool on the surface, to pierce the crust formed and allow with the peasant, who rarely enters into this auspicious state the interior to flow out. By this means very beautiful crystals until after the harvest, when his most pressing labors are over. At that season the baron used to assemble in his hall all peasant girls from sixteen to twenty years old, and all the lads from twenty-two to twenty-six, belonging to his manor, which had a Slovak population. He had them ranged opposite to one another, sorted them pair by pair, and said:—"Thou, Janesi, (John) art precisely fit for Maresa, (Mary); and thou, Andras, (Andrew) for Hanesa, (Anne)," and so on. The couples thus designated went to the chapel, where the chaplain announced their marriages, which, after a fortnight were performed, and every one of the newly married received a cow and many other accommodations for their establishment. When, however, one of the lads objected to the choice made for his benefit, and mentioned his discovery of the lads objected to the choice made for his benefit, and mentioned his discovery of the lads of the choice made for his perference for the lads of the choice made for his perference for the lads of the choice made for his perference for the lads of the lad underwent this trial he was free to choose for himself.

MANNERS. -There is but one true, invulnerable aristocracy, and that has its foundation in good manners and sound morals, coupled with intelligence. Indeed, where manners and morals are right, the intelligence is never wanting. The best conditions of birth and wealth are fortuitous-depending for their continuswept away by no accident or misfortune, being self-sustaining and imperishable. Abundant, and almost perpetual instances, prove that the best and noblest of men may spring from the lowest temporal ranks, and that riches, and titles, and honors may be acquired by men of obscurest origin. What is it, then, the class to which the tree belonged. This kind frequently loses about twenty per cent of water at a heat of 212° Fah., and yields lift one above another, on the principle of aristocracy? Why, men excel in this direction, they are better and nobler than their fellows. They are an aristocracy; refusing, in the very nature of things, to mix or assimilate with inferior conditions—just as oil refuses to mix with water. The very highest enlightenment is marked by these signs, and while no ill-mannered, badmoraled person can be a gentleman, the real foremost gentleman in all the world is he whose manners and morals are the best. These are the base, arch, and cap-stone of the highest order of

> Taking our position as granted, we sadly fear for our country's future. To the observing there is no other feature in our national character so marked as our tendency to trifle with, and trample on, manners and morals. This is particularly true of the younger classes—of our children and youth. Reverence and modesty have little to do with them. They are far enough from the example of their fathers, and are growing worse day by day. It is a novelty now-a-days to see a girl or a boy make obeisance to age, or in any way treat it with marked respect. Not so were their fathers and mothers taught-not so did they behave. The ill-manners of the young are become a reproach to the age in which we live—they are a blot, a shame. If the school master is abroad, he has sadly neglected to teach his pupils what is of the utmost consequence to them and to society-good manners and morals! Better school them more in these, even at the sacrifice of algebra and logic. Here alone is where our age is falling off and backward, and in no direction could a fall be more fatal. Let us see to it that we do not plunge down beyond recovery.—Ledger.

CRYSTALIZATION .- All the metals are capable of assuming, under favorable circumstances, the crystaline form. Many of hem-particularly gold, silver and bismuth-occur crystalized in nature, and are found either as cubes or octahedrons, or in some of the derivative forms; anatomy is, however, an exception to this rule, and affords rhomboidal crystals.

In order to crystalize a metal artificially, it is sometimes sufficient to melt a few ounces in a crucible, and, having permitted of bismath may be obtained; but in the case of some of the less fusible metals, larger masses and slower cooling are necessary to produce this effect, and consequently these are never found in a erystaline state unless considerable weights have been fused, and allowed gradually to cool, as sometimes occurs in the furnaces in

which their metallurgic treatment is effected.

It also frequently happens that one metal may be precipitated in a crystalline form by placing a strip of another metal in the solution of its salts. In this way silver is deposited by mercury; and a piece of zinc placed in solution of aceate of lead precipitated the latter in feathery crystals. Gold is occasionally deposited in this form from its ethereal solutions, and a stick of phosphorus produces the same effect. Nearly all the metals yield crystals when deposited from their solutions by electric currents jected to the choice made to his benefit, and mentioned his dis-inclination for Hanesa, and his preference for Hya, (Ellen), the baron would reply that he did not believe it, and obliged the lad, as a proof of his love, to endure twenty-five lashes. If he indebted for the many beautiful specimens of the native metals which enrich the cabinets of mineralogists.

W. 3000

COCE GAR

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A GOOD NAME.—The wise man tells us that a good name is better than great riches. The truth of this is plainly inferrible from the consideration that, when it is once gone, no amount of money will buy it back. No person, however wealthy, can safely dispense with a good name But, if not the rich, how much less the poor. To these it is their all. To be stript of it, is to be ruined in social and business life alike.

There is no way in which we may so readily come to an appreciation of our own good name, as to consider how important character is in others with whom we have to do. If we need professional services, we prefer a lawyer or a physician of good character. So with even our servants. Humble as they are, we cannot dispense with its safeguards even in them. But how transcendantly important is the good name of him or her whom we desire to use as a confident. Then we realize that such a quality is indispensable—a sine qua non.

With these considerations before them, how can gossips deal lightly with the good name of their neighbors? We can conceive how envy and malice might furnish sufficient motive for the tongue or pen of the slanderer. But for the sufficiency of motive to the mere gossiper it is hard to account, especially for people who have had the advantages of education, or experience, and are themselves possessed of a good name.

In the whole field of seandal, from the most malicious to the most thoughtless gossip, there is nothing but meanness and folly combined—meanness and folly of the most despicable kind! The hearts of all good men and good women shrink from the very thought of it with pain and disgust, as they remember the golden rule, and think of the inestimable value of a good name!

NATURAL CURIOSITIES.—In Australia there is a beetle which has the peculiarly formed legs of the Kangaroo, and appears to be half kangaroo (on a small scale) and half insect. It is a grotesque creature, and from its appearance has received the name of "Kangaroo-Beetle."

In the same country there is also a bird (Menura superba) which has a tail resembling the ancient Greek lyre. The margin of the lyre is formed by two broad feathers on each side, which curve into scrolls at the upper end, while a number of delicate ones represent the wires in the middle. These birds are hunted for their tails, which form an object of curiosity and beauty in museums.

In the zoological kingdom there is a curious variety of shell called "Harpa," from the bars with which it is marked having the resemblance of a harp. There is another shell called the "Bulina," which resembles a rose bud, and another which resembles a strawberry.

THE Panic.—The panic in the financial circles has been so severe and long continued, that its effects wlll probably be operative and visible for many months to come. And, on the whole, we think it has done, is doing, and will continue to do, much good. It has brought many people, of both sexes, who had become partially insane on the subject of personal and household expenditures, once more to their senses. It has checked the extravagant and demoralizing outlay of other people's cash for high-living, useless finery, and costly jewelry. We say "other people's eash," because the man or woman who buys on credit, without knowing exactly where and when the money is coming to pay the bill, is recklessly jeopardizing the property of others.

WATER AND MORALS.—A very slight declivity suffices to give the running motive to water. Three inches per mile, in a smooth, straight channel, give a velocity of about three miles per hour. Now, what is true of water is equally true of morals. The best of men only need a slight push from adversity to obtain a downhill momentum. Be careful, therefore, how you lose your equilibrium.

SONS OF GENIUS.

Sons of genius everywhere, Are wasting life in dark despair, And poverty, and wretched cure Is their high estate.

They hide in garrets, like the owl; They pine in cellars, damp and foul, Their power hid by the chilling cowl Of adverse Fate.

They give, at times, a feeble gleam Of light, upon life's rugged stream, That comes upon us as a dream Of yesternight.

We feel its beauty, but know not where Was born this "bubble, light as air," Yet spreading round us visions fair As heavenly light.

Like moonlight, struggling up the wall, Slowly and surely, but to fall, When earth shall waken, at the call Of bustling Day.

E'n so they wage the unequal strife, With all the bitter wees of life, With oft no smile of child nor wife To cheer their way.

And so, in mingled doubt and fear, They journey thro' each weary year, And die at last without a tear Upon their grave.

But dead, their trials all are o'er, And standing on Death's blissful shore, In glorious peace for ever more Thoir Spirits lave.

ENIGMA FOR THE COACII-MAKERS' MAGAZINE.

I am composed of 34 letters.

My 29, 7, 17, 11, 29, 12, 14, is one of the United States. My 15, 18, 5, 13, 20, 10, 31, is a town in Mississippi.

My 9, 32, 16, 20, 12, 29, 30, 33, is a lake belonging to the United States.

My 20, 2, 1, 5, 4, 25, 22, 26, is a Cape belonging to the United States.

My 13, 28, 15, 1, 17, 33, is a station on the P. Ft. W. and C. Railroad.

My 27, 32, 15, 33, 34, 26, 17, 5, 2, is a Territory belonging to the United States.

My 3, 2, 26, 23, 8, 26, 3, 12, 2, is a river in Illinois.

My 21, 24, 19, 6, 2, 15, 32, 19, 26, treats of motion and the moving powers, their nature and laws, with their effects in machines.

My whole is what every Coach-Maker in the United States ought to do.

WOOSTER, O., Nov. 26, 1857.

LAVAS.—Lavas are the mineral substances rendered liquid by heat which flow from volcanos of the present epoch, and are generally found extended in the form of thin strata; or appear as a coating on the declivities of the mountains from which they have been ejected.

The name of "schist" is applied to minerals possessing the property of being easily separated into thin layers, and which present the foliated appearance observed in common roofing slate. The term "sand" is applied to small disconnected particles of quartz. When these grains are united by a siliceous cement the resulting rock is "grit," or "sandstone." This is sometimes found of a white color, but is more frequently stained by some metallic oxyds, as in the old red sandstone, which owes its color to the presence of peroxyd of iron.

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AMERICAN COACHMAKERS

ILLUSTRATED MONTHLY

WAGAZINE.

DEVOTED TO THE INTEREST OF COACH-MAKING AND THE KINDRED ARTS.

Prospectus for Vol. 5th, 1858.

In issuing our prospectus for the forthcoming volume, it would seem necessary only to remind our patrons and the public, that the magazine has already been published four years, and has consequently passed over and out of the reach of all those trials, perplexities and drawbacks, incidental to all untried enterprizes and which so often prove fatal to a new publication. This circumstance, together with the steady increase of patronage, both in subscribers and advertisements, which the mngazine has received since its commencement up to the present time, not only shows the demand for such a publication, and places the magazine upon such a basis as to preclude the possibility of its ever proving a failure; but also yields us the pleasure of being enabled so to reduce the subscription price, and effect such arrangements—at a heavy expense—for its improvement and usefulness, as to make it for the interest of all those in any way connected with coach-making, to become subscribers.

Our knowledge of the wants of the coach-making fraternity, together with our experience in the publication of a journal devoted to their interest, has enabled us so to systemize the business of its publication, as to give it the widest range of usefulness, as well as to bring it down to the lowest point of CHEAP-NESS

And it may not be out of place here to state that any and all the remisness and short-comings heretofore of the mogazine, either in promptness of issuing, amount and quality of the matter, its plates, illustrations, &c., are solely chargeable to the want of such a system as we have now adopted. For within the past year it has been our fortune or misfortune, to have such an amount of business cares pressing upon us, that we found it utterly impossible to give that degree of time and attention to the general arrangements of the magazine, as it demanded; and in order that nothing might be wanting to make it both interesting and useful to the general reader, we have obtained the assistance of Mr. H. PRENTICE, of this city-who has been long and favorably known as a popular writer and a practical machanic of our order—to devote his time unreservedly to the editorship of the magazine. Therefore, under our present arrangement, our patrons need entertain no fears of anything of the kind occuring in future. But, on the other hand, the magazine will be published promptly on the first day of every month, and it shall be our aim to have it well stored with such literary, scientific and mechanical matter, as will be of interest, and make it an acceptable offering to the reading public generally, as well as to the

Everything new and useful pertaining to either of the various branches, shall receive immediate attention and place, with such man, Bridgeport, Conn.

plates and illustrations as may be deemed necessary to give it a full and complete explanation.

And although the magazine is devoted to the interest of coachmaking and the kindred arts, and to the interests of mechanics generally; and while it shall be our aim to make it a valuable accompaniment to the work-shop—to counsel the old and to instruct the young, and te speak alike to the employer und to the employed—it shall be our purpose to store its pages with such matter as shall entertain and instruct all classes, and therefore entitle it to a place among the family literature of every household

Place of Publication. - We were for a time undecided which should be the place of publication of the magazine, in Columbus, or in some city East. From the favorable offers from individuals to enter into partnership and remove the publication to some Eastern city; we were at one time, as St. Paul says, "almost persuaded," to accept of their offer, and on intimating that such a thing might take place, we received many flattering testimonials from our Eastern friends favorable to the project. But after rolling the whole thing thoroughly in our mind, and taking all things into consideration—that we were permanently located here in Columbus, and that all our business relations were centered here, and further, that in as much as the magazine received its birth on the sunset side of the Alleghanies, and had therefore grown and thrived in Ohio's soil, we came to the calm conclusion that it might farther mature and develop itself in a western climate. In view of this arrangement, we set ourselves dilligently at work, and secured some of the best mechanics in the Eastern cities, of the different branches of coach-makers, as correspondents, who will contribute every item that is new and useful, so that the magazine will possess all the advantages it would have derived had we gone East with its publication. magazine will therefore be published at Columbus, Ohio, as heretofore, on the first day of every month, upon the following

TERMS:

١	Single subser	ribers,	-		-		_		\$3	00
	Three copies		address	١,		~		-	7	50
	Six "	66	"	•	-		-		12	00
	Ten "	"	"	-		-		-	15	00
	Twenty	"	"		-		-		20	00
			_	-			_			

For all clubs of six and upwards, we will take a note from the proprietor of a shop, drawn as follows:

\$12. (Naming the State,) January 1st, 1858. Four months after date, I promise to pay to the order of C. W. Saladee, Twelve Dollars, for value received.

Where the parties are unknown to this office, the following certificate from the Postmaster will be required:

All notes must be dated January 1st, 1858.

All clubs must be sent to one address. Each person making us up a cash club of six, shall have his seventh copy sent gratis; and each individual making a cash club of ten, shall, at the end of the year, be presented with one volume of the Magazine complete, in fine gilt binding, with the name of the one to whom it is presented, stamped on the cover in gilt letters.

C. W. SALADEE, Proprietor.
H: N. PRENTICE, Editor, Columbus, Ohio.
JOSEPH IRVING, Assistant Editor and Practical Draughtsman, Bridgeport, Conn.

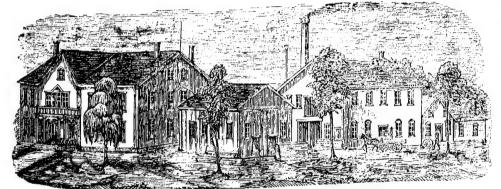
ALC DESE RES

TERMS OF ADVERTISING IN THE DIRECTORY.

Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

All advertisements for a shorter time than twelve months, are charged 50 cents per line for each insertion; Payalle in advance.

CAPITOL CITY



Adam Luckhupt, Proprietor, Columbus, Ohio.

THE Subsectior would respectfully call the attention of Wagon-Makers to his mode of getting out Felices. He has purchased the Right of Wells' Parent Circular Saws for sawing out Wagon Felices, which, for good work, for surpasses the old way of the Right of Wells' Parent Circular Saws for sawing out Wagon Felices, which, for good work, for surpasses the old way of the Right of Wells' Parent Circular Saws for sawing out Wagon Felices, which, has now on hand a most extensive and superior article of Carriage Thinber, which, in point of executionee, cannot be surpassed by any other Factory East of West.

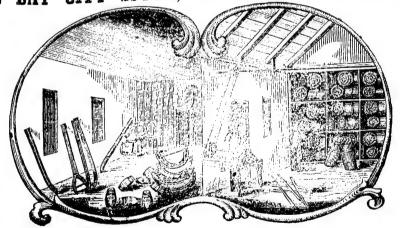
The Machinery in the various departments of the Factory is of the best and most improved kind. With the facilities he now possess Machinery in the various who of Work on pile of by Carriage-Makers, the Proprietor flatters himself, by saying, that he serges for nanufacturing the various Wood Work on pile of by Carriage-Makers, the Proprietor flatters himself, by saying, that he serges for nanufacturing the various who was a wareasonable and liberate terms as that of any other House in the Ubited States.

**For Persons ordering from a distance can depend upon having their orders filled withpromptness and despatch. Address all [Dec157]

W. M. PIERCE.

J. V. WOLSEY.

THE BAY CITY SPOKE, HUB AND FILLOR



Pioros & Wolsey, Proprietors, Sandusky City, O.

THE Proprietors of this Establishment take the pleasure of informing the Couch-Makera throughout the South and West, that they have established a Factory for the manufacture of Spokes of every 8 ze and kind, and keep constantly on hand a large and well assorted Stock of Seasoned Timber. Our Spokes are all indisined with a meety that revulers but little, if any, work to prepare them ready for driving. They are also making extensive preparations for the manufacture of Illubs, and every variety of Bean Stuff. By Our Prices are moderate, and our Terms as liberal as that of any other concern. In this country, Orders respectively solicited.

KASSON FEAZER.

C. FRAZER.

PETER BURNS.

FRAZER & BURNS,
Syracuse, N. Y.,
MANUFACTURERS AND EXCLUSIVELY WINDLESALE DEALERS IN

Proprietors and Patentees of Adjusting Trees, Hames & Buckles.

Adjusting Trees, Hames & Buckles.

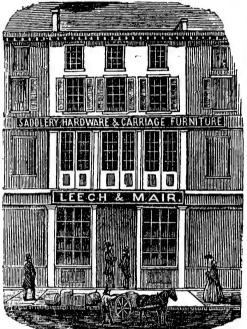
Proprietors and Patentees of Trained Spoke of all sizes, all of which are made of the best materials.

This 1857

EDMUND TOWNSEND, Urieville, Kent Co., Md.,

MANUFACTURER OF EVERY VARIETY OF

LEECH & MAIR,



No. 127 Wood Street, PITTSBURG, PA.

IMPORTERS AND DEALERS IN

SADDLERY & TRUNK HARDWARE

CARRIAGE TRIMMINGS.

WE keep constantly on hand as full an assortment of Goods in our line as can be found in any city in the West, and respectfully softelf continuance of the patronage of R. T. Levelt, dr., whom we succeed. We still continue they most therait inducements to our old friends, and to buyer a generally. Being the order regular establishment in our department of trade in the setty, our long experience emables us to know the wants of our customers exactly, and to make the most judicious selections in our various syles of Goods. The attention of the Southern and Western ta ic is particularly directed to this Card.

May 1857

LEECH & MAIR.

 $THE = C \circ NTINENTAL$

WHIP SOCKET,

OWES ITS POPULARITY TO THE FACT OF ITS LOOKING BETTER, WEARING LONGER,

AND COSTING LESS

THAN ANY OTHER SOCKET IN THE WORLD.

For sale by Coach and Saddlery Hardware Dealers Every-[Feb. 1857. where.

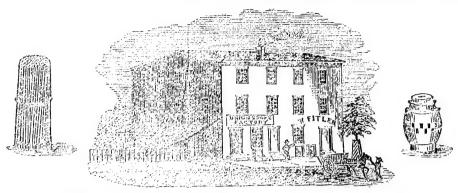
THE TOMLINSON SPRING & AXLE COMPANY.

Cannon St., Bridgs port, benn.

ANUFACTURE COACH AND CARRIAGE M Tempered Springs, Mail, Half Patent and Taper Case-Hardened Axles. We are the oxix authorized manufacturers of E. M. Strattor's Improved Mail Patent Axles, Orders promptly filled on reasonable terms.

WM. G. LINEBURG, Sec'y, RUSSELL TOMLINSON, Pres't, S. B. FERGUSON, Jr., Treas.

Philadelphia Union Spoke and Hub Manufactory.



Of every variety kept constantly on hand. Our stock of fluished work is very extensive, so that we are at all times prepared to fill Orders at short notice.

Stock selected with the greatest, and from the best that the country affords.

Any quantity of the very choicest white hickory, and second-growth Timber will be found at our mammoth establishment.

ELDREGE & FITLER, Philadelphia.

June-1857.

W.C. FORBINS, MECHANICAL ENGINEER.

SOLICITOR; OF PATENTS, Washington, D. C.

WILL make examinations at the Patent Office, pre-W pare drawings and specifications, and prosecute applications for patents, both in the United States and foreign pleasure Vehicles ever discovered

To all whose it may concern:

(Wassington, D. C. Jone 21, 1254.

The under signed members of the United Parice Semate and their of Representatives, being personally acquainted with Z.C. Bound Exquire, of this city, note pleasure in raping that is a continuous lightly estemmed for this integrity as a man and his expected as Solicior at the Patent Office.

Wм. Т. Памилом, Мф., H. Hamlin, Maine, Rathas Beleiner, Conn.,

Cars B. Prengr, Michigan, Sampa, Charin, B. B. Turnster, R. I. Силл. Произв, Ж. Ү.

Washington, Movembergs, 1938.

To all whom it have exceed:

Inring the time I have filled the effice of Countist once of Patents and for some time previous, Zhang C. Pomers, P. s., has followed the business of Patent Solictor in the patent and better in the daily proceeding of business in the line of his proceeding, at the Patent office.

I am well negatified with Mr. Romas personally, and believe him to be a man of integrity and ability, to whom persons at a distance may safely entransished by the filled to the internal of his clients, and has been, thus fer, very successful in the practice, bits profession.

EDMUND BUEER,

JOSEPH TROTMAN, SADDLE-TREE

MANUFACTURER, 413 West Sixth Street, opposite Cutter, CINCINNATI, O.

N. B.—All Orders punctually attended to. July-1857 Sept.-1857

The Greatest Improvement of the Age! M'ELROY'S

Patent Elliptic C Spring and Coupling.

applications for patents which have been reflected at the Peter United States and foreign and the property of Patents, be will, when a quiese, and the control of Patents, or before the appellate court; in which the of practice of Patents, or before the appellate court; in which the of practice, he has been successful in procuring a great number of very valuable patents.

He will prepare new specifications and claims for the resistance of patents, and previously granted on imperfect descriptions and claims. Applications for Extremely a viscously proceeded.

Applications for extremely a great number of very valuable propositions and claims. Applications for Extremely granted on imperfect descriptions and claims. Applications for Extremely granted on imperfect descriptions and claims for the front and rear of the vehicle. For this reason the Elliptic has proviously granted on imperfect descriptions and claims of the constant of the constant of patents, either at the Patent Glice of the same office of the same of the sa

And for ease of Motion, my Spring knows no rival.

Aly tempoved Compling Is so arranged, as to obviate all strain upon the perch and side stays, caused by the elevation of one stroth parsing over stones and late deep holes. For a full destribution of my improvements, see plate of Ulterrations, and ellor's comments in June number of the Magazine.

Liberal terms will be made to Spring Manufacturers wishing to use my Improvement,

is I intend to tay such inducements before both manufacturers and consumers as to bring it eventually into general use.

Address: GHARLES A. MELROY, Belaware, Ohio.

Jane 1:1-1:19

WHITE'S. IMPROVED MODE

ATTACHEE HIES TO AXLES. Patented March 24, 1357.

This improvement can be applied to Sarriages and Buggies, or to Wagons of all kinds; and by it the friction is cut off from both ends of the Hub, and will hold grease or oil as

long as it will last. For Shop, Township, County, or State Rights,

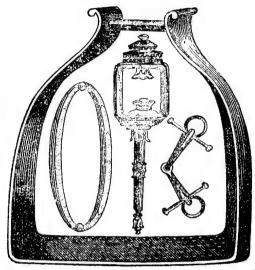
apply to the subscriber at Xenia, Green County, Óhio.

JAMES M. WHITE.

REMOVAL

No. 49 NORTH THIRD STREET, To No. 318 Market Street, between Third & Fourth.

Philadelphia.



Harness Mountings & Carriage Trimmings,

Harness Mountines & Carriage Trimmings,
Comprising every variety of Goods used by Sadders, Harness and
Coach-Makers, and of variony qualities, which we offer as low
prices for Caste or approved paper. We would especially calculated
tention to the very squerior qualities of Harness Mountings manufactured by Mr. Welch, oxclusively for ourselves, as being the best
made in this country or Europe. Should we be favored with your
orders, they will receive our prompt attention. Among our stock
will be found the arthese enumerated below.

Respectably yours,
Stirrups, Bridle Bils, Spars, Roller-Harners and Bridle Buckless,
Wood, Ivory, Gutta feecha and Meral Martingale Rings; English
Bridle Fillings; Shoe Thread, Fadders Sik and Thread; Sadders
Wagon, Beggy and Riding Whog Horse Brusles, Curry Cando
Wagon, Beggy and Riding Whog Horse Brusles, Curry Cando
Wooden Rames, Spars, Broetening, Brace, Pad and Crupper Longes
Trace Hooks and Boits, Cockeyes, Hatter, Breeching and Harness
Rings; Brass, Filter, Worsted and Whalebone Rosettes; crace
ments, Pad and Gig Trees; Saddler's Tools, Loop Bles and Pressas,
Rungs Rrass, Filter, Worsted and Whalebone Rosettes; crace
ments, Pad and Gig Trees; Saddler's Tools, Loop Bles and Pressas,
Barter, Fair Calf and Hog Skins and Skivers, Morocco and
Lining Skins; Goat, Buck and Chanois aths, Wetting and shade Skins; Pad Skins; French Calf Skins; Fatent Skirting, Flap and
Dash Leather; Enamelled Collar and Ralling Leather; Bramed
Muslin Black and Colored; Emanuel Drilling and Duck; Horse
Blankets and Kerseys; Travellus of Lap Russ; Plaid Linen for
stummer Covers; Princess and Collar and Ralling Leather; Bramed
Muslin Black and Colored; Emanuel Drilling and Duck; Horse
Janette Fly Noss; Clotha, Banasks and Sathney, Goralmes
and Leather; Finness and Colored, Emanuel Fanne, Knobs, HubBands, Dashers, Handles, Apron Hooks and Ring, Whip Focket's
tons and Lining Skis, Haids, Spoke; Felices, Bow; Shafe, Foles;
Moss, Doers Hair, Curled Hair, Velvat and Tapestry Carpets;
Hunes Courtes, Bankers, H

ALIZARITUPORT WALL PACTORY. PHINEAS JONES,

(Successors to)

WHITTEMORE & JONES,

Continues to Manufacture to Order

COACH, CARRIAGE, BUGGY AND WAGON WHEELS

OF EVERY DESCRIPTION.

Also on hand, and will furnish to short notice, all kinds of

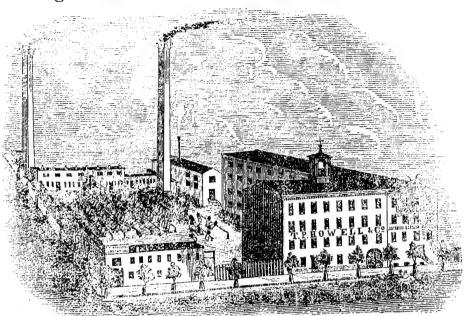
WHEEL STOCK, Hubs Morticed, and Spokes FINISHED AND FITTED TO THE HUB, READY FOR DRIVING, IF WISHED.

THE subscriber solicits a trial of his Work, feeling confident that for quality, workmanship and durability, he cannot be excelled.

Elizabethport, N. J.

November 1st, 1855. PHINEAS JONES.

The Largest Establishment of the kind in the World.



T. P. HOWELL & CO.,

MANUFACTURERS OF

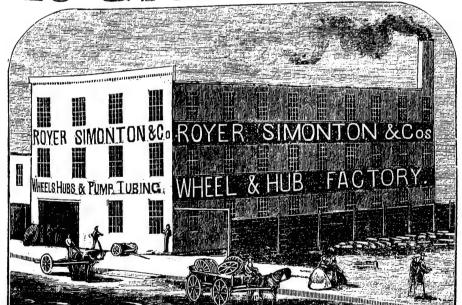
ENAMBLED LEATHER PATENT OC. OF EVERY DESCRIPTION.

Block Bounded by New and Wilsey Streets and Merris Canal.

Waterdon, 213 market st., newark, n. j.

P. S. The attention of Dealers is respectfully invited to this Establishment. [March, 1857

The Western Great



ROYER, SIMONTON & CO.,

Factory No. 375, South side of Third Street, below Smith Street, Factory No. 375, South side of Third Street, below Smith Street,

CINCINNATI, OFIIO.

Mr. Simonton being a practical Carriago-Maker, our customers may depend upon having their orders [Jan., 1857.]

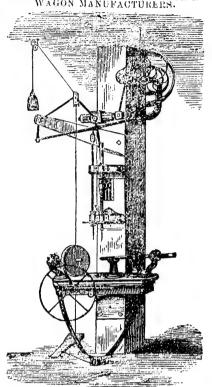
MADLE ABLE IN CONT.

NEW HAVEN, CONN.

MANUFACTURE MALLEABLE HON OASTINGS FOR CARHages, of every description of pattern, and of superior quality.

Manufacture Malleable Hon Oastings for CarHadden orders (Jan., 1857.)

LANE & BODLEY,



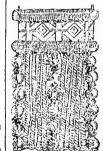
Caniels' Planers,
Gray & Wood Pianers,
Tenoaing Machines,
Mortising Machines,
Spoke Machines,
Spoke Machines,
Shafting Pulleys, &c.
Our POWER HUB MORTISING MACHINES
Oare already widely and favorably known, and we solicit the patronage of the craft for any Machines they may need, feeling assured that we can satisfy the most fastidious mechanic. We would refer to
Messrs. Royer, Simonton & Co., Hub, Spoke and Wheel Manufacturers, Cincinnati.
Woodburn, Scott & Co., Hub and Spoke Manufacturers. St. Louis,

turers. St. Louis,
Mr. Wm. McLain, Hub Manufacturer, Baltimore.

And to our Machinery wherever it is in operation. For descriptive Circulars and Price List, Address Jan-1857. LANE & BODLEY, Cincinnati, O.

B. K. MILLS.

F. WOOD.



B. K. MILLS & CO.,

MANUFACTURERS OF

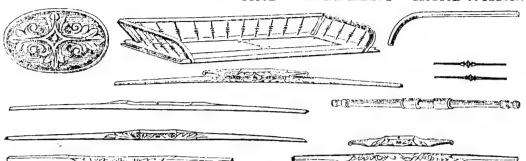
COACH LACE.

TASSELS, SPEAKING TUBES, &c.,

Bridgeport, Conn. Bridgeport, Conn.
Orders solicited from Coach-Makers throughout the United States and Canadas. Having the largest establishment of the kind in New England, we were confident that we can render universal satisfaction to all who may favor us with their patronage. [Jau-1857]

QUINNIPIAC MALLEABLE IRON COMPANY,

EASTERN DEFOT OF



No. 29 Orange Street, New Haven, Connecticut,

Manufacture and keep continily on hant a large variety of every description of

TRIMI

The attention of Parchasers is especially directed to this House.

OUR CATALOGUE OF CARRIAGE GOODS:

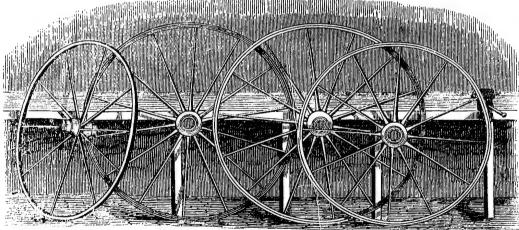
OUR CATALOGUE OF CARRIAGE GOODE:

Self adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Bands, Silver do., Brass Sand Bands, Silver do., Stumpt Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Hinges, Silver do., Iron do., Solid Brass Handles, Electro Pated do., Sil. close do., Turned Iron Collars, do. Plated, Door Loeks, Blind Catches, Brass Inside Handles, Silver do., Lining Nails, Silver do., Brass do., Japanned, Ivory Nails, No. 1, do. No. 2, do No. 3, Brass Terretts, Silver do., Brass Pad Hooks, Silver do., Brass Swivels, Silver do., Ivory Inside Handles, Ivory Pull-to Handles, Ivory Slides, do., Knobs, No. 1, do. No. 2, do. No. 3, do. No. 4, Ivory Head Screws, 3-4, do. %, do 1, do. U., Buckles of all kinds, Silver Chas'd Handles, Brass do., Patent Leather, Rubber Cloth, Oil Carpet, Coach Lace, Tufts, Tassals, Tuffing Twine, Seaming Cord, COACH LAMPS, Carriage Springs, do. Axles, do. Hubs, do. Spokes, Coach Door Slide Bolts, Coach and Buggy Whiffletrees, Bolts, Maileable Iron, Lead Mou'dings, Spring Rollers, Curled Hair, Moss, Buttons, and of all colors, Mal. Hand Screws, 4 sizes, Knobs, Silver Chased Ornaments, Silk Fringes, Worsted Fringes, Card Plates, with names neatly engraved, all styles.

WOOD WORKS:

Seats and Curriage Bows, Carriago Parts Plain, do. Carved, all styles, Seat Sticks, do. Rails, Spokes, Bent Fellocs, Habs, mortised and unmortised, together with other parts belonging to a carriage

Gearing.
P. S. We would especially call the attention of purchasers to our quality of Eastern Timber, none but
P. S. We would especially call the attention of purchasers to our quality of Eastern Timber, none but
C. C. & Co.



148, 150and 152 York Street, Head of Grove, New Haven, Conn.

CARRIAGE WHEELS & WHEEL STUFFS

OF EVERY DESCRIPTION.

SPOKES, Finished and Unfinished; HUBS, Mortised and Unmortised; BENT RIMS, SAWED FELLOES, SPRING BARS, Plain and Carved; Whiffletrees, Running Parts, Seat Sticks, Handles, &c. &c.,

Always on hand made to Order, of the best Eastern Timber.

HENRY IVES, President,

[Feb. 1857.]

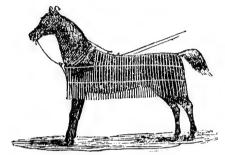
HENRY G. LEWIS, Secretary.

CHAPMAN'S Elastic Anti-Rattling CARRIAGE, SHAFT FASTENER.

T IS ONLY ABOUT THREE MONTHS SINCE I

WM. S. CHAPMAN. Patentee and Proprietor, Cincinnati, Ohio. Oct. 1-18561

KIDDER & BEGINER



260 Pearl Street,

NEW YORK,

Manufacturers of every description of

KERSEY, WOOLEN AND LINEN

Fly Nets and Neck Cords.

Every variety of EAR TASSELS, REIN WEB AND WEB HALTERS.

Wholesale and retail.

[July-1857

WHEELER DEERS.

CALEB B. TICKNER.

EDWARD STERLING.

SPRING PERCH COMPANY

JOHN STREET, BRIDGEPORT, CONN.

MANUFACTURERS OF

COACH & CARRIAGE TEMPERED SPR NGS.

Patent and Half Patent Axles, TOMLINSON'S PATENT SPRING PERCHES,

BANDS, CALASH TRIMMINGS, Curtain Rollers, &c.

WE RESPECTFULLY SOLICIT THE PATRONAGE OF those who are making the first class carringes. We believe we have descryedly acquired the reputation of manufacturing the best articles in our line, in the country.

Our Springs are made from the best ENGLISH SPICING STEEL (whitch is made expressly for us from Swedee's Iron.) and are all thoroughly tested before they leave the Factory. Our Axles are of the best Salisbury Iron, and our Carriage Trimmings are made in the latest and most approved styles.

SPRING PERCH COMPANY:

June-1837 E. STERLING, Secty.

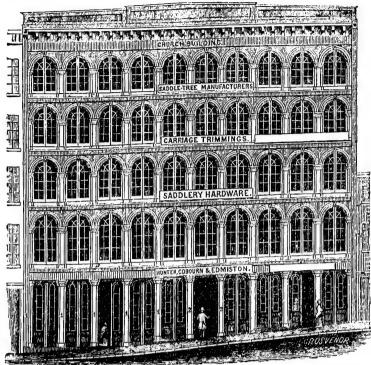
C. D. INGHAM, MANUFACTURER OF

COACH & LIGHT WAGON HUBS,

Chittenango, Madison Co., New York.

A GENERAL ASSORTMENT ALWAYS ON HAND, turned fr, in the very best and selected timber. Orders by Mail supplied to Manufacturers and Dealers, reasonable, at My Reference in New York City, to the Assistant Editor of this Magazine.

The Coach-Makers' Great Western Depot.



HUNTER, EDMESTON & CO.,

IMPORTERS AND MANUFACTURERS OF

Saddle Trees, Saddlery Hardware, Carriage Trimmings, LEATHER, SPRINGS, AXLES, &C.,

No. 2, Church Building,

Walnut Street, between 3d & 4th, CINCINNATI, OHIO.

OUR arrangements are to have daily receipts of new and fashionable goods in every department of our business at very low prices. If Particular attention given to Orders.

Dec., 1856.

CHAS. G. HARMER.

JNO. P. HAYS.

HARMER, HAYS & CO.,

IMPORTERS OF AND DEALERS IN

SADDLERY & TRUNK HARDWARE. HOOP IRON, ENGLISH BRIDLES,

Kerseys, Patent Leather, &c.

NO. 72 BEEKMAN ST., (Late 273 Pearl St.,) NEW YORK.

The attention of Coach Hardware and Saddlery Dealers is respectfully called to this Establishment. [May-1857]

Tacks, Gimp-Tacks, Brads, Finishing Nails, Hot Pressed Nuts and Washers.

CHESS, WILSON & CO.,

119 Water Street, Pitt.burg, Pa. MANUFACTURERS OF

TACKS, BRADS,

WROUGHT NAILS.

ALSO, AGENTS FOR THE SALE OF

Sterling & Co.'s Hot Pressed Nuts and Washers.

HENRY HANNAH. New Saddlery Hardware and Carriage Trimming House.

M'WHINNEY, HARE & CO.

MPORTERS AND WHOLESALE DEALERS IN FOREIGN AND DOMESTIC

SADDLERY HARDWARE.

CARRIACE TRIMMINES.

No. 135 Wood Street, Pittsburg, Pa.

WHERE WILL BE FOUND A COMPLETE ASSORTWhen of all Goods used by Coach-Makers and Harness Makers
and Saddlers, which have been purchased direct from the manufacturers, and selected with great care as to quality, which we will
all to east and promot time buyers below the usual market rates.
Our arrangements with the manufacturers enable us to have contantly on hand the newest and most fashionable Goods in cevry
department of our business, at very low prices.

Particular attention given to orders.

[Feb-1 7]

J. Y. M'LAUGHLIN & CO.,

TANNERS, AND MANUFACTURERS OF Japanned Grain Skirting,

DASH, COLLAR, RAILING, enameled hides,

And every description of

COLORED LEATHER. FANCY

Pittsburgh, Pa.

PARTIES VISITING THE CITY by ta ing a Lawrenceville Omnibus at the corner of Fifth and Market streets. Our leather can be seen and Orders left with 1 eech & Mair, 127 Wood street, [Feb.-1857.

JAMES PIERSON, & CO.,

Coach Varnishes,

Railroad Avenue, Cor. Chestnut Street, NEWARK, N. J.

15 To compete in qualities and prices with Noble's & Hoare's English Varnishes.

DDICES AS ECUTOMS

THIORS AS EULIDING .							
Best Wearing Body Varnis	ù34 00						
Hard Drying, " "							
Polishing, Body, (extra) Coach	3 00						
Coach " "	2 50						
Carriage or running parts							
lanan							

Japan
Japan
Japan
Also, Furniture Varnishes No.'s 1 and 2 extra Light Flowing,
Also, Furniture Varnishes No.'s 1 and 2 extra Light Flowing,
Polishing, Scraping and Shop, superior to any in market.
Manufacturers and Deaders who have heretofore despaired of procuring an article of American manufacture equal to the English
in every respect, are only invited to give the subscribers a trial,
as they can submit their varnishes to the test of being placed side
ry side with that imported. In order to satisfy consumers that
our Excusin is in every respect what we represent it to be, we
can refer them to some of the Coachmakers in New York.
Mr Weldon, one of our firm, is a practical coach painter.
May-1857

PRICE, BOND & CO., Copal Varnish

MANUFACTURERS.

275 Railroad Avenue, Newark, N. J.

OUR SENIOR PARTNER. MR. PRICE, HAS BEEN of the well known I fonse of Bigelow & Price, from the sommencement, up to July 1st, 1856, and our Mr. Bond from the House of D. Price, Fitzgerald & Co.

We therefore flatter ourselves, that from a long experience in this particular branch of business, we shall be enabled to give entire satisfaction to parchasers. We would respectfully call attention to the following list of the most prominent kinds, but more particularly to our Coach Varnishes, to which we challenge competition from any and every quarter, viz:

Elastic or initiation English Coach-body Varnish, for Railroad Cars, Omnibusses and Coaches;

Wearing Coach-Body,
Cach Body.
No. 1 Coach or Carriage,

White Copal,
Damar,
Black and Brown Japan,
Black and the varieties of Furniture Varnishes.
Newark, Feb. 1, 1837.

HENRY OLNHAUSEN.

Silver, Brass, and Princes Metal

PLATER_a

No. 1 Exchange Block, Broad Street, COLUMBUS, OHIO.

WOULD respectfully inform the Public, that he is prepared to do all kinds of Plating in his line, finished in the best style, and is confident that his work will meet with general satisfaction.

Special attention will be devoted to Coach work. Coach from special attention will be devoted to Coach work. Coach from any part of the United States conveyed by express or otherwise, to he, will be promptly plated and returned at a short time. Terms for Coach plating, 6 ets. per Inch.

REFERENCES:

Riske Williams & Co. Columbus Obio

Brake, Willams & Co., Columbus, Ohio. E. & F. H. Booth, Win. Bauder, Circleville, K. Wissler, Chillicothe, John Wilhelm, Wooster, "

Great Western Bolt Works,

Corner of Western Row and Betts streets, Cincinnati, Ohio.

S. T. J. COLEMAN,

MANUFACTURER OF

COACH AND CARRIAGE BOLTS,

Turned Collars, Machine Bolts, Six Sided Nuts, Pump Bolts, Bridge Bolts, Water Tank Bolts, Joint Bolts, Steamboat Stirrups, Guage Cock Stems,

&c., &c., &c.,
All from the Pure Sweed Iron, and every one guaran[Jan. 1857.

JAMES H. DUSENBURY.

COACH & CARRIAGE

AND HARDWARE TRIMMINGS. No. 161 Bowery, mear Broom St., N. Y.

CARRIAGE AND WAGON MANUFACTURERS WILL Offind at this house, all the malerials they may require in in their line of business, at the lowest prices and on accommodating terms, such as Axles, Springs, todis, Illubs, Pookes, Erloss, Shafts, Bows, &c. Also, all kinds of Patent Leathers, Cloths, Dansie, Siles, Carpets, Threads, Tacks, Curded Hair, Mosc, Varadities, Japan, &c. These Goods are selected with care, and with the extress end in view of giving satisfaction to the Public. Silver and Brass Plating done.

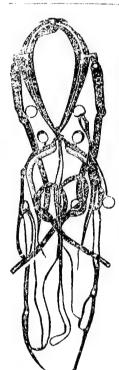
16.5 "Orless through the mail, when accommunical cash, or satisfactory references, will receive immediate attention.

FRENCH & SYMMES' Philadelphia Axle Works.

Broad Street, above Willow, East Side. AXLES OF ALL KINDS FOR

Coaches, Light Carriages, &c..

Manufactured of the best Material and Workmanship.
Orders Solicited and Promptly attended to. The
Trade Supplied on Liberal Torms.
June-1857



The Coach-Makers'

DEPOT

208 Main St., CINCINNATI, O.

WE WOULD CALL the attention of Western and Southern Coach-Makers and Bealers to our very extensive assortment of

Carriage Harness

Consisting of every grade and style, and which we offer to the trade on the most favorable terms.

1€5 Orders respectfully solicited and promptly attended to.

J. C. SHACKLEFORD & CO. May-1857.

COACH LACE CO.,



John St., near Spring Perch Factory BRIDGEPORT, CONN.

MANUFACTURERS OF

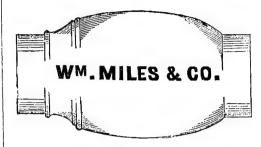
GOAGH LAGE AND ERINGE, ROPE & TASSELS, SPEAKING TUBES,

LOOLWEWS HOTDEBE FROGS CUT AND CORD TUFTS

W. BOSTON, Manager.

Feb-1857

WILLIAM MILES.



NEWARK

COACH HUB MANUFACTORY.

THE MOST EXTENSIVE ESTABLISHMENT OF THE KIND in the United States. Always on hand from 30,000 to 49,660 softs of Elin, Gum and Oak Hubs, of all sizes, from 225 to 2, inches in diameter, and p not dionate lengths, and suitable for overy description of work. Our large stock enables us to fill orders of any extent with the greatest possible dispatch.

Feb-1537 Rear 576 Broat St., Newark, K. J.

Auburn Coach Lace.

HAYDEN & LETCHWORTH. MANUFACTURERS OF

SILK & WORSTED LACES

AUBURN, N. Y.

Makers, Importers, and Dealers in Harness and Carriage Trimmings, and Hardware of every description.

C. M. LOCKWOOD.

(Late Eagles & Lockwood,)

Coach Lamp Manufacturer AND SILVER PLATER,

16 MECHANIC St.,

NEWARK, N. J.

THE LARGEST ASSORTMENT IN THE UNI-ted States, embracing over 190 different sizes and

patterns of Coach and Buggy Lamps.

Engine and Signal Lamps, Coach and Cantel Mouldings, Curtain Frames, Dashes, Railings, Branch Irons, Handles, Pole Hooks; Tuft Nails, &c., &c., constantly on hand at Wholesale and Retail.

July-1857.

JOHN TENNIS

D. A. DANGLER.

JOHN TENNIS & CO.. EXCLUSIVE WHOLESALE DEALERS IN

FOREIGN & DOMESTIC

ALSO EXTENSIVE DEALERS IN

Carriage and Harness Trimmings. Cleveland, Ohio.

Nov-1856

J. M. CORNWELL.

SAMUEL KERR

CORNWELL & KERR, Silver and Brass Platers

AND MANUFACTURERS OF

SADDLERY HARDWAKE,

No. 3 St. Clair Street, near the Bridge PITTSBURGH, PA.

July-1857

WILLIAM JAMES. SAINT LOUIS

SPOKE, FELLOE AND HUB FACTORY

CORNER OF BROADWAY & ASHLEY Sts. WOODBURN & SCOTT, PROPRIETORS, AND OWNERS OF

BLANCHARD'S PATENT.

THIS FACTORY IS NOW ESTABLISHED I on the most extensive scale, and keeps constantly on hand a large and well assorted stock of

Wheels, Spokes, Pellees,

HUBS, BENT SHAFTS,

POLES, BOWS, &c.,

which, in point of " quality of timber " and perfect ex-

which, in point of "quarty of timber and per-cention of workmanship, cannot be surpassed. We manage to keep a large and ample stock of seasoned timber constantly on land, so that our cus-tomers may always expect seasoned stuff when they

RDF Our prices are reasonable and terms liberal. Nov. 1st-1857

Important to Carriage-Makers and Coach Hardware and Trimming Dealers.

JENNINGS' PORTABLE POLDING CARRIAGE TOPS,

UNIVERSALLY acknowledged to be the cheapest and most convenient contrivance or Buggies, Express Wagons, driver seats on Omnibuses, &c., ever applied.

We do not wish to be understood as claiming this top applicable to the finest and most costly work that is intended for tops. But we do claim its superiority over the ordinary construction of tops for plain work, and for all second hand vehicles.

A Carriage-Maker having a number of these tops on hand, can furnish a second-hand buggy with one in such a short space of time, as not to detain his customers over half an hour, and when done, he gives him a durable top at half the ordinary cost, and one that retains the very desirable advantage of being shifting or moveable, which alone on ordinary tops costs \$10.

Nor Coach-makers and Dealers will be furnished with these tops, done up in neat packages, wholesale and retail, on the most reasonable terms.

2-27 Address all orders to our " Portable Top Repository," No. 293 Broadway, New York, JENNINGS & JONES, Proprietors.

Aug-1857

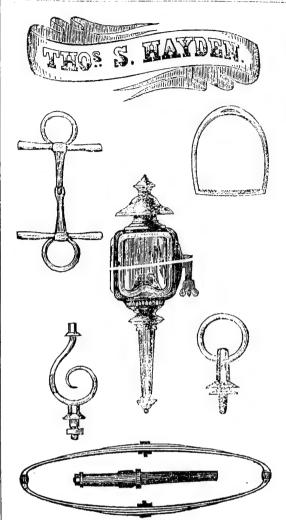
Rochester Plating Establishment.

L. A. NEARING, SILVER, BRASS AND ELECTRÓ PLATER, No. 31 State Street, Rochester, New York.

EVERY description of Coach and Saddlery Hardware finished in the best manner and upon the most reasonable terms. Harness Trimmings, Pole Yokes and Hub Bands of the latest styles and best finish kept constantly on hand and made to order. Orders from Coach-Makers and others respectfully solicited.

Terms-5 ets. per inch for light work; 1/2

plate, 4 ets.



MANUFACTURER AND IMPORTER OF

SADDLERY,

Harness and Coach Hardware. CARRIAGE TRIMMINGS.

79 Beekman Street,

New York.
Every description of Malleable Iron made to order at short notice.

COACH TRIMMINGS.

Patent Dash Leather; Patent Enameled Leather; Patent and Énameled Leather, fancy colors; Black and Fancy Colored Enameled Cloths; Union and all Wool Cloths, assorted colors; Cotton, Union, and Worsted Damask, essorted colors; Worsted and Silk Coach Laces; Fringes, Rosettes, Tufts, Tassels, Curtain Silks, Buckram, Seaming Cord, Japanned, Brass, Silver and Ivory Head Lining Nails, Moss, &c.

HARDWARE.

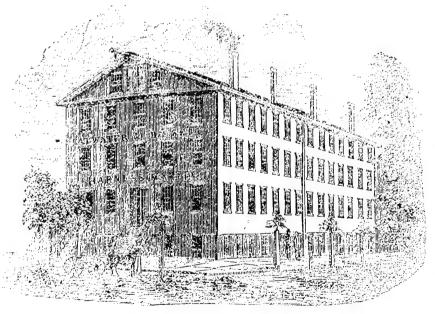
Elliptic Steel Springs; Common and Patent Axles; Stump Joints; Brass and Ellver Hub Bands, Dash Frames, Carriage Hinges and Handles; Carriage Knobs, Bolts and Lamps; Top Props; Curtain Frames; Apron Hooks and Rings; Turned Collars and Washers.

WOOD WORK.

Spokes, Hubs, Bows, Felloes, Shafts, Poles, Whiffle Bars, Carved Spring Bars, Turned Scat Spindles, &c.

Coach, Harness, and Trunk-Makers' Varnishes; Saddlers' Harness, and Trunk-Makers' Goods.

BASSETT. SI HAVEN, COMM.



MANUFACTURERS OF AND WHOLESALE DEALERS IN

For United States and Foreign Markets. Dealers supplied on reasonable terms. Aug-1857

GALBRAITH,



Silver, Glass & Electro Plater,

CARRIAGE, ENGINE & HOUSE WORK,

AND MANUFACTURER OF

COACH AND SADDLERY TRIMMINGS,

COOK'S IMPROVED CARRIAGE KNOBS

SILVER FINISHING SCREWS.

COOK'S IMPROVED PLATED 4 AND 5 BOW SLAT IRONS, PATENTED JANUARY 27, 1857.

SILVER AND LEAD MOULDING, SPRING CURTAIN BARRELS,

Nos. 2 and 3 Japanned and Silver Capped Carriage Knobs, Spring Catches, Door Handles, Inside Handles, Caleche Trimmings, Card and Name Plates, Solid Head Silver and Japanned, Lining, Band and Saddle Nails, with Annealed Points; Top Props and Nuts, Joints, Rivets, Carriage Bands, from the cheapest to the very best quality; Silver Chased Rosettes and ornaments of the latest pattern, Rosette Top Props, Silver Head Dash Bolts, Shaft Tips, Pole Yokes and Hooks, Plated Dash Rods and Collars, Plated Foot Rails, Acorn Nuts and Rivets, Acorn Loop Bolts, &c.

Factory on Franklin, near Chapel Street. Warerooms, 81 State Street.

NEW HAVEN, CONN.

Orders respectfully solicited.

NOTICE.

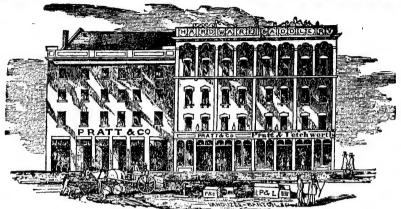
Having obtained LETTERS PATENT for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27, 1857, will be liable to prosecution.

Having made Hugh Galbraith, of this city, our General Agent for the sale of said Slat Irons, a good supply, on favorable terms, can always be had at his store, No. 81 State Street. New Haven, Conn.

GEORGE COOK, DAVID COOK, Patentees. July-1857

SAMUEL F. PRATT.

WM. P. LETCHWORTH.

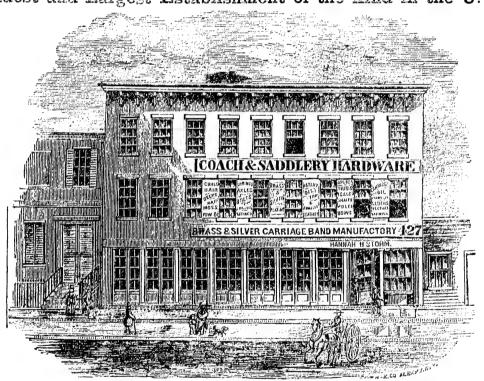


MANUFACTURERS, IMPORTERS, AND DEALERS IN EVERY

OFFICE AND SALE ROOMS, No. 54 Terrace Street,

Opposite the Western Hotel, and adjoining the Hardware Store of Messrs. Pratt & Co., June, 1857 BUFFALO, N. Y.

Oldest and Largest Establishment of the kind in the U.S.



423, 425 and 427, Main Street, Poughkeepsie, New York,

TAVING purchased of Air. Charles Pearl, his entire interest in the above establishment, we would respect fully call the attention of Dealers and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and sixle of Care age Hub Band, constantly on hand. We also manufacturing appeared by the second Bent Felloes, Shafts, Poles, and turned Scokes, and the Care age of the second Bent Felloes, Shafts, Poles, and turned Scokes, and the second Bent Felloes, Shafts, Poles, Bent Fellows, Sha Terms—Six months for *pproved paper, or five per cent off for Cash.

[Feb. 1857.

HULLS ELS MUBS! PLATT KEELER,

MANUFACTURES—in a section of Country proverbial for producing the best qualities of timber—the Online of every variety for Carriages, &c., having a large stock of seasoned blocks of every size on hand, ready for turning to suit customers. Orders filled at the shortest notice and on the most reasonable terms, if a ddressed as above, by Mailor otherwise.

[May-1857]

Japanned Curtain Cloth, Warranted Steel Springs, Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bowes, Coach Varnish and Japan, Curled Hair, Moss, &c.

[June, 1857]

The Greatest provement of the Age!

SARTE W'S

PATENT ANTI-RATTLING, ANTI-FRICTION

SHAFT

On an entire New Principle. It will last as long as a Carriage to which

it is applied, without costing a dime for repairs,

As a trial of more than two years abundantly

Boxes containing & dozen setts or more, sent to any part of the United States or Canadas at \$1.50 per sett.

TERMS-Cash. All orders must be addressed S. D. SARVEN, Columbia, Tenn.

July-1857

F. M. PERKINS & CO.,

MANUFACTURERS OF Pearl, Ivory and Bone Trimmings,

FOR

CARRIAGES, RAILROAD CARS, SAD-DLES, HARNESS, &c., &c.

Metal Carriago and Harness Trimmings, of all Descriptions. Also, Manufacturers of fine Pearl and Ivory Coat and Vest Buttons. WATERBURY, CONN.

July-1857

Naugatuck WHEEL COMPANY,

NAUGATUCK, CONN., MANUFACTURERS OF

HIBS. SPUKES, FELLUES

Of every description. Also, manufacturers

Ward's Spoke Turning Machine,

Universally acknowledged the best Spoke and Jathe new in use.

Orders respectfully solicited.

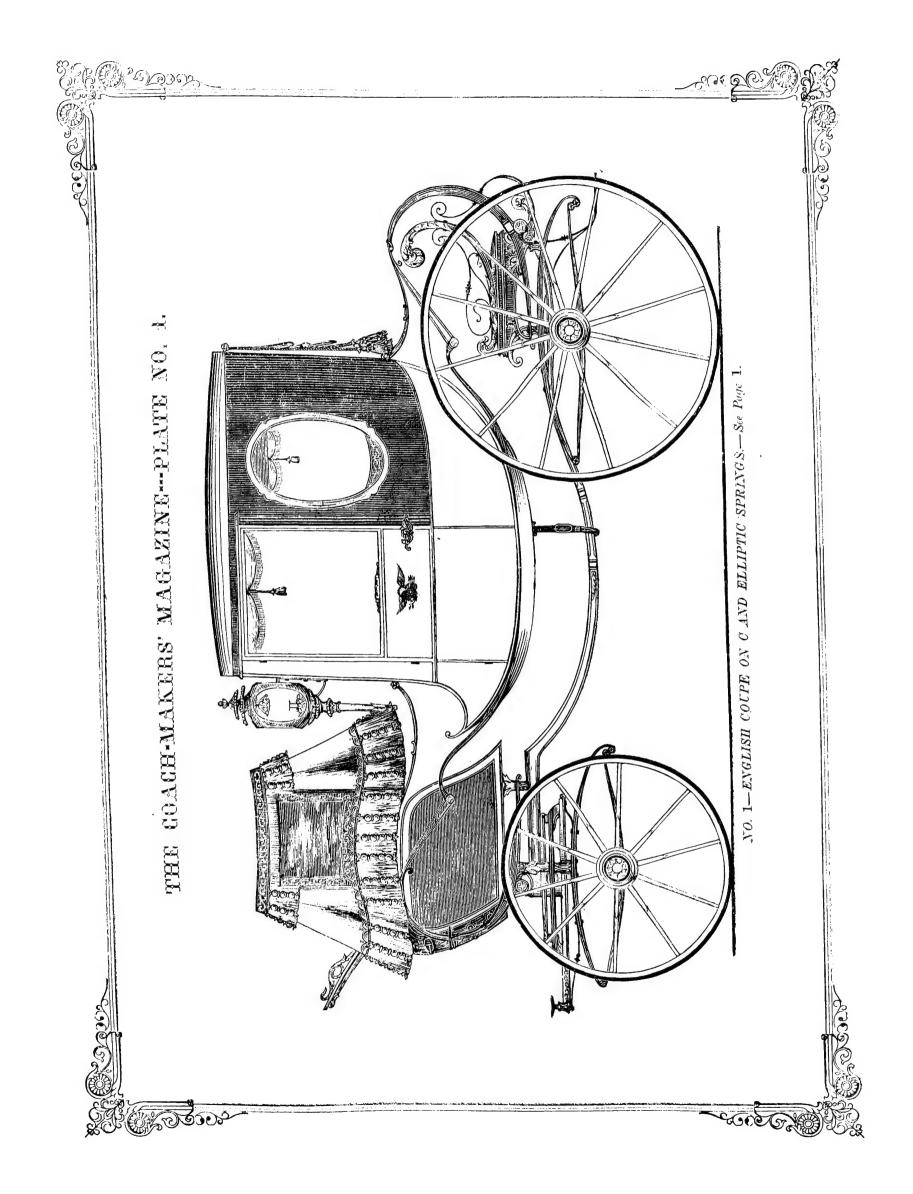
NELSON FULLER, July-1857 President of the Company.

JOHN P. JUBE,

Saddlery & Coach Hardware,

Together with a well selected Stock of the most approved Manufacturer's

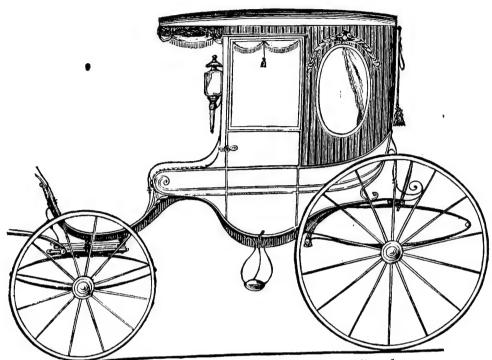
PATENT LEATHER,



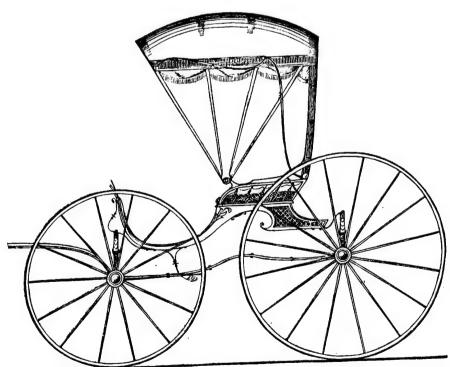


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THE COACH-MAKERS' MAGAZINE---PLATE NO. 2.



NO. 2.—THALBERG ROCKAWAY.—See Page 1.



NO. 3.—FANCY BOX PHÆTON.—See Page 2.

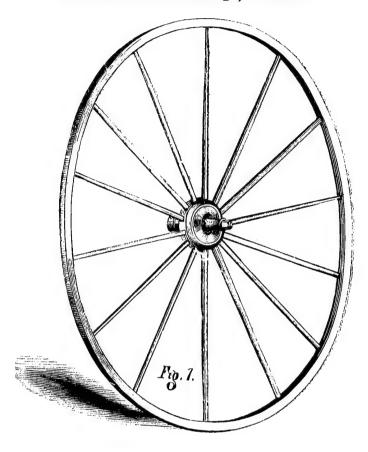
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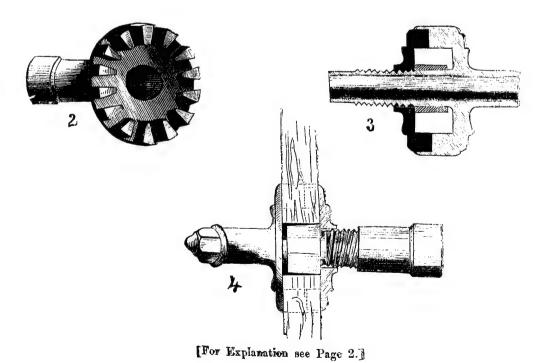
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THE COACH-MAKERS' MAGAZINE---PLATE NO. B.

The Excelsior Metallic Carriage Hub.

Patented May, 1857.

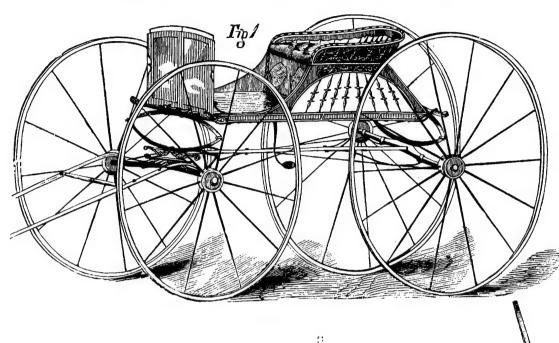


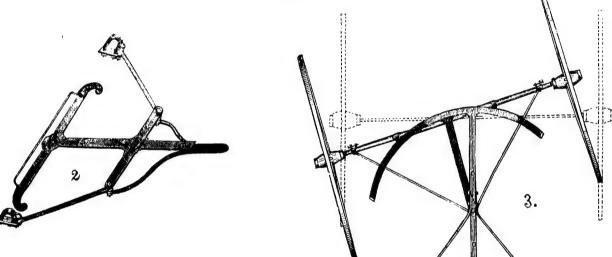


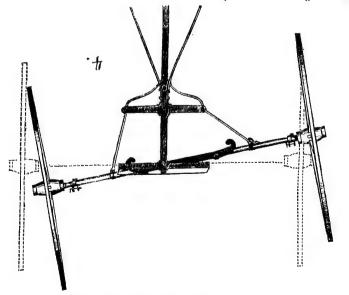


THE COACH-MAKERS' MAGAZINE-PLATE NO. 4.

The Chicago Coupling.

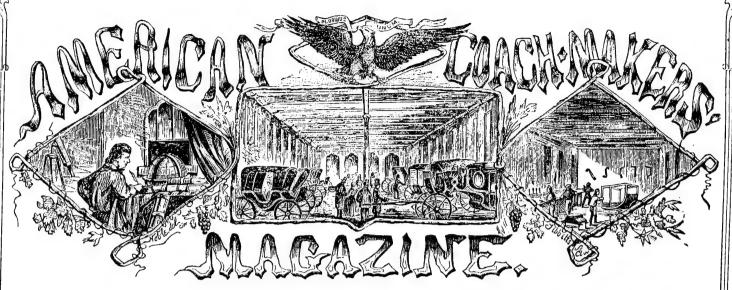






[For Explanation see Pages 2 and 3.]

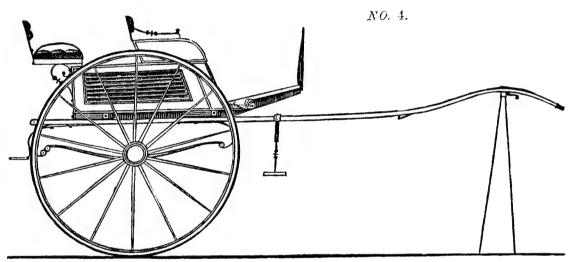




VOL. V.—NO. 1.]

JANUARY, 1858.

[C. W. SALADEE, Proprietor.



WINDSOR GIG.

EXPLANATIONS OF THE DRAWINGS.

Plate No. 1.

NO. 1.—ENGLISH COUPE ON C ELLIPTIC SPRINGS.

We introduce this elegant and aristocratic style of coach, to answer the many inquiries respecting a correct design of a high order of earriage. The style of body is an English Coupe, and in this respect does not present so great a novelty as the gearing, hammer cloth seat, and other ornamental parts. The material for the hammer cloth is fine purple broad cloth, fringes and tassels of the same color, inlaid with brownish red cord. The centre field is of dark blue violet, with lace to match. The whole is fastened to the boot on the same principle as a high seat on stays. The boot in front has a lid or cover of enameled leather, raised in imitation of heavy moulding, and is secured by four buckles. The boot rest detached from the body on the elliptic springs, and far enough from either to clear the C spring and loops. The main bar and second cross bar support the front C springs, and are bolted to the boot and fastened together with a stay. The footman's board is covered with rich carpet, has richly carved standards and rests on the same plan, upon two

bars, which support also the C springs. The two standards are connected by a richly carved bar, running from the centre across both. The steps fold upon the inside of the door, each fold being covered with rich carpet. The color of both body and running part is ultramarine. The running part striped with a delicate light blue. Plating, silver or bronze. Trimming, heavy checked French silk. The whole completed with a speaking tube, one end of which is let through the front of the body into the coach, the other is to be fastened to the driver's arm.

Plate No. 2.

NO. 2.—THALBERG ROCKAWAY.

We adopt the artist's name for this carriage, in view of the harmony of its combinations. No dropping or diffused lines irritate the eye, but a graceful order prevails throughout. We have omitted the mock joints and substituted a suitable carving, which agreeably relieves the oval light. The color of the body we would recommend a deep green, with a very delicate stripe of light vermilion.

Trimmings, dark brown.

5/2005000

NO. 3.—FANCY BOX PHÆTON.

The peculiar structure of this body combines utility with beauty. It allows perfect freedom to the front wheel in turning, and the box under the seat affords a little store room for such small articles as it may be desirable to carry. In this original idea it surpasses some which of late have become favorites. The cane work diminishes the heft, and gives a handsome appearance to the carriage. The seat rail is connected with the lower joint stay, a novelty which deserves notice, as improvements of those parts are seldom thought of.

NO. 4.—WINDSOR GIG.

This vehicle, illustrated on the preceding page, is very much used in England by sporting men. Where it is used for only two persons, the back seat is thrown right over and drops into the top frame of the body. Then, in order to balance the weight over the wheels, the body can be run back on slides, which are fastened on top of shafts, as represented. The great utility in two-wheeled vehicles is the facilities for turning short. It wants about 3 ft. 8 in. springs, 4 leaves, 1\frac{1}{4} No. 2 steel; 4 ft. 4 in. wheel; 1\frac{1}{4} axle.

Plate No. 3.

THE "EXCELSIOR METALLIC HUB," PATENTED MAY, 1857.

In this number of the Magazine we have the pleasure of presenting our readers with a beautiful set of engravings, representing a very novel and practical improvement in metallic hubs for carriages, &c. This improvement is the invention of Mr. Beech, of Chicago, Illinois, who is an old and thorough bred coach-maker, formerly of the firm of Hicks & Co., of that city. We have seen a model, from which our engravings were taken, and after having examined it closely we are satisfied that it is one of the best metallic hubs we have ever inspected. We were so well satisfied of its utility, that we have ordered a buggy built for our own use with these hubs applied. The hub is of such neat and appropriate proportions, that it imparts to the general appearance of the wheel a most remarkable degree of lightness and beauty. Its mode of construction is the most simple of any hub of this character we have ever seen.

The advantages claimed for this hub over that of any other are as follows:

1st-Simplicity of construction.

2nd—That there is no hub into which a spoke can be placed with so little time and labor as into this.

3d—That in the event of a spoke breaking, it can be replaced without disturbing the rim or tire of the wheel, in a very few minutes.

4th—It is superior to every other hub now in use on account of the very desirable advantages it possesses in tightening the tire without removing it, or even touching it with a hammer.

5th—That it costs much less than any other hub that can be applied to carriages or wagons.

Fig. 1 in the plate represents the wheel as it appears when applied to a vehicle.

Fig. 2 is a sectional view of the back half of the hub or collar. Fig. 3 is a sectional view of the front half of the hub with pipe box attached solid in the casting, and with the spokes arranged as they are intended to go.

Fig. 4 is a view showing how the collar is forced up against the back of the spokes for the purpose of supporting and keeping them in their places.

Mr. Beech has associated himself with a very active and enterprising business man of Chicago, who will have the principal management of the sale and disposition of this patent. The gentleman we refer to is Mr. C. J. Warren, of 101 Randolph Street, and to whom all business letters should be directed. We have every reason to believe, that under the supervision of this gentleman (who will bestow upon it his unreserved attention), the "Excelsior Hub" is destined to create quite a sensation in our circles.

From what we have seen of this hub, we do not entertain the least doubt but that it will render full and complete satisfaction to all those who are desirous of purchasing an improvement of this kind. We think it would be a capital idea for some of our "Machine Works" in the different States to purchase the exclusive right of territory and manufacture the hubs and axles fitted for the trade. Thousands of sets could readily be disposed of in this way.

For further particulars see eard in the advertising department, or address C. J. Warren, Box ——, Chicago, Ill.

c. w. s.

Plate No. 4.

THE CHICAGO COUPLING.

We are happy to state that after having visited Chicago, "The City of Steps," we are enabled to enlighten a host of our readers who have taken the trouble to write us concerning the "Chicago Coupling." This improvement was patented by Mr. Lord, of Pulaski, Tenn., in October, 1856, and after having seen it in practical operation while at Chicago, we have not the least hesitancy in recommending it to the eraft as most emphatically the best coupling ever introduced to our notice. The imperfections which have developed themselves in the use of "Everett's Coupling," and indeed all others that we have ever seen, are entirely obviated in the application of this improvement of Mr. Lord's. So well satisfied are we of this fact, that we feel certain no person owning a vehicle will ever permit any other coupling than this to be applied after they understand the advantage it possesses over that of any other construction now in use. It has only to be seen to be appreciated and patronized.

We cannot express our opinion in any better way than to copy the following article from the "Chicago Daily Press," of last month:

NEW AND VALUABLE INVENTION—LORD'S PATENT PERCH COUPLING FOR CARRIAGES.—It is a well established fact, that out of the thousands of patents granted in this country, not one in a hundred reimburses the inventor or proves to be useful to the public; yet there are a few that are not only useful and beneficial, but profitable to the inventor. We were forcibly reminded of this a short time since, when we noticed Lord's

EXOSOS

W. Wason



Coupling attached to a buggy, and after examining it with much care, and reflecting upon its utility and adaptability to pleasure carriages, as well as others, we feel free to acknowledge that nothing has been produced of late that equals it. Why this invention has not been produced before is to us a matter of wonderment. It is one of the simplest things imaginable, (and in its simplicity consists much of its value) and carries out fully the idea of the inventor.

With the ordinary coupling heretofore used, a buggy, for instance, may be turned around, the inside wheel describing a circle of from 15 to 22 feet. With "Lord's Coupling" attached, the same buggy or carriage will describe a circle of about 2 to 3 feet, rendering it perfectly easy and safe to turn in any ordinary alley, lane, or bridge, without fear of any accident.

Another decided advantage over anything of the kind we have ever seen, is the fact, that it is next to impossible to upset a carriage by short-turning: neither is the body of a vehicle lifted or otherwise interfered with in turning. All this is effected by the simplest thing imaginable—one that almost any blacksmith can make and put on in a few hours, with little expense.

Another advantage we observed was, that there is no side or lateral motion, which is the ease in ordinary buggies, caused by the motion of the horse, all of which is overcome by the relief combined in the simple hinges of the coupling. What would seem strange to one who has not thoroughly examined it, is, that the head block or front end of the perch, never leaves the axletree, but always rests upon it—thus enabling a horse to do much more service with far less fatigue, than is possible with the old couplings now in use.

But, after all this, those interested in such inventions, and wishing to understand their practical workings, must give them a personal inspection. To test this new coupling, is, in our opinion, to give it patronage.

There have been several put on buggies in this city, and all we have seen express their perfect delight with it, and say they would not use a buggy without it, even though the extra cost was fifty dollars, and some say more.

We are informed that W. S. Lord, Esq., the patentee, has sold to Jo. W. Bell, Esq., of this city, the right of the whole United States. Mr. Bell has sold the right of several States, and the purchasers are making handsome fortunes out af it. E. G. Chant & Co., of this city, have purchased the State of Illinois of Mr. Bell, and are now having the couplings manufactured at the carriage factory of A. C. Ellithorpe, corner of Randolph and Morgan streets. Mr. Ellithorpe is a practical mechanic, and purchased of Mr. Bell a large interest in this new invention, and was the first man to test it in Chicago, and bring it before the public. It is said his fortune is sure to come from it.

Mr. Bell has many of the States yet for sale, and is a liberal man in his dealings, and we have no hesitation in recommending to those wishing to engage in a speculation with fair prospects, that "Lord's Coupling" promises the most we have seen in many years, and must go into general use.

We had the pleasure of riding in a carriage which had this coupling applied, and from its perfect mode of operating under all circumstances, and in every position the vehicle may be thrown, we most cheerfully testify to the truth and reality of all that is claimed for it.

Fig 1 is a side elevation, showing the "Lord Coupling" applied.

Fig. 2 is a top view, which, at a glance, imparts a correct idea of its construction and mode of application.

Fig. 3 is a top view of a carriage part, (the dotted lines representing the bottom of the body), with Everett's or Haussknocht's Coupling applied, showing how the front extremity of the perch is thrown off of the centre of the forward axle, and the extent of its "turning capacities" are likewise illustrated.

Fig. 4 is a view of the same carriage part, with "Lord's Coupling" applied. It will be observed that in this case, as asserted in the article above quoted, the head block does not leave the axle when in the act of turning, as in fig. 3. It will also be noticed, that fig. 4 is capable of turning in a much shorter space (the connection the same distance back of the front axle as in fig. 3), and, at the same time, it does not, in the slightest degree, increase its liabilities to upset, and what is more, it will be seen that in fig. 4 there is not that amount of strain thrown upon the front wheel when it comes in contact with the body, as represented by fig. 3, and which, by the way, is a very desirable advantage it possesses over that of any other coupling. In short, we would say to all of our friends who have thought of purchasing a patent coupling, to negotiate, by all means, for the "Chicago Coupling." Persons buying this coupling, may rest assured of two very important things. One is, that they will get the best device for short turning that has ever been discovered, and the next thing is, they will never be expected to pay for the right of this coupling twice or three times over, in order to avoid a law suit, as has, in many instances, been the case in the Everett and Haussknecht couplings.

The right of this patent is in the hands of several parties, who will dispose of it in shop and county rights. For further particulars see notices in the advertising department of this number.

c. w. s.

OHIO.—Under this head, in the advertising department, will be found the advertisement of Messrs. Heath and Herd, of Chicago, Ill., which gentlemen are the sole proprietors of "Lord's Patent Coupling," illustrated in this number, for the State of Ohio. We take great pleasure in referring our readers in this State to their eard, and can assure all those who are desirous of purchasing this improvement, that they will find Messrs. H. & H. honorable, straightforward, and strictly "on the square" in all their transactions.

OUR CHARTS.

What carriage-maker does not desire the neatest, most attractive, and, with all, the cheapest method of advertising his business!

There is no one, that is certain.

Then send and procure our charts, a finely illustrated sheet, 28 by 35 inches, bordered all around with some five dozen beautiful cuts, embracing omnibuses, coaches, rockaways, buggies, sulkys, spring wagons, sleighs, and hearses; in short, every variety of vehicles now in use in our country.

100 copies, - - - \$15 00
1000 " - - - 100 00

C. W. SALADEE,

Proprietor of the Coachmakers' Magazine.

GAS FROM PEAT.—The first experiment on this continent of lighting a city with gas made from peat, was tried in Portland, Me, a short time since. The light was clear and brilliant, and few of the citizens were aware that coal was not used as usual.

Answer to the Enigma in our last Issue.—"Take the American Coach-Makers' Magazine."

-certain

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BUSINESS DEPARTMENT.

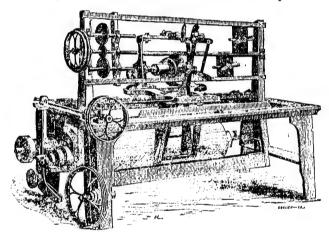
LANE & BODLEY'S MACHINE WORKS-NO. 2.

We this month present our readers with a cut of the celebrated "Blunch and Lathe," as manufactured by Messrs. Lane & Bodley, for turning irregular forms.

It is natural to suppose that any substance that is turned must assume a cylindrical form, but the Blanchard Machine will turn an axe handle gun stock, ox-yoke, last or spoke, as readily, and much more rapidly than a table leg or banuister can be turned in an ordinary lathe.

It is said that the idea of turning irregular forms was originally suggested by a workman in Harper's Ferry Armory. Blanchard had just set a new machine in operation there, and while the workmen were examining it, some one remarked that a machine never could be made that would make gun-stocks, so that his eraft was in no danger from new inventions.

Blanchard's inventive genius was thus for the first time drawn to the matter, and he at once commenced his investigations and experiments, the result of which was the lathe here represented.



The wonderful success that attended it at once aroused numberless attempts to defraud the inventor of his prize, and it was only after protracted and expensive litigation, that he was secured in his right to the only machine yet discovered capable of accurately reproducing any given pattern. It has even been used for copying busts and statuary.

Other machines have since been invented that would make each some particular irregular form; but this is the only one that will even make all the various forms of spoke required.

There are other lathes that will produce a resemblance of a spoke, but to vary the pattern they have either infringed on the Blanchard patent, which was at once fatal, or by the introduction of complicated and costly mechanism destroyed that simplicity which is absolutely necessary in good tools.

With the aid of the cut, we will endeavor to give the reader an idea of its construction. It consists of an iron frame, on which is a moveable carriage, carrying a "cutter head" that revolves at a high velocity. The earriage moves on ways from end to end of the frame or table, and directly in front of it (the carriage) rises a "vibrating frame," on which is placed the two (2) prosecuted our claim; securing a patent in about thirty days. prir of "centers," geared together with wheel work, so that

they must revolve at the same speed. The upper pair carries the pattern, the lower pair, which stands opposite the cutter head, carries the material to be turned. The "vibrating frame" is pivoted near the bottom of the main frame and is pressed upon by a spring, so that the pattern rests against a piece of metal that projects from the upper part of the carriage. As the pattern revolves the spring yields, and allows the frame to vibrate as the greater and lesser diamaters of the pattern present themselves. This motion causes the material held by the lower centers to approach and recede from the revolving centers, and the earriage in the meantime moving slowly endwise-thus producing an accurate copy of the pattern. It will turn from 400 to 700 spokes

In four years the patent will expire—until which time Messrs. Lane & Bodley will contract with parties for its use, on very moderate terms. When the term has expired, of course, all will be free to use it.

We would recommend those who wish a good spoke turning machine to examine those made by Messrs. L. & B.

TOP LIFTER.

The proprietor has just secured another patent upon this important invention, dated September 1, 1857. It is now covered by two patents, in such a manner that it can never be got around or infringed upon by any other improvement of the kind. Its manifest utility is fast bringing it into notice and universal adoption by carriage makers, and others who have an opportunity of witnessing its operation. It is an attachment that no top buggy should be without. The rights have been disposed of for a large amount of territory already, although but a few weeks before the public.

W. & H. Rarey, of Groveport, have the exclusive right of the State of New York, who will dispose of the same in shop and county rights.

Wm. Sanderson, of Mt. Vernon, has Knox county, Ohio. Wm. Bears, of Milan, has Eric county, Ohio.

P. Windle & Sons, Washington, has Fayette county, Ohio. John Grant, of New Burlington, has a right.

E. Bomgardner, of Bellbrooke, has Green county, Ohio. Bigelow & Co., of Pittsburg, has Alleghany county, Penn.

C. H. Stark, has Westmoreland county, Penn.

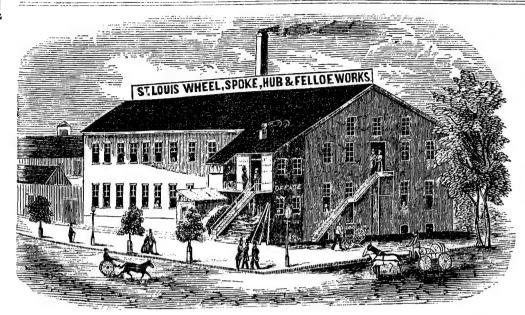
THE CHICAGO HUB. - We take pleasure in referring our readers to the advertisement of Dr. S. F. Collins, of Chicago, Ill. He has purchased the right for nearly two thirds of the territory of the United States of the "Excelsior Hub," illustrated in this number. We hope to see the Dr. do well in this undertaking, as his perseverance in the project deserves much c. w. s.

BEF Z. C. ROBBINS, Solicitor of Patents, Washington, D. C., has our thanks for the prompt and able manner in which he

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setts of hubs, about 1,000,000 spokes, and shafts, and bows in proportion.

The number of men employed will average, all told, 100.

The machinery, which is of the most approved kind, is driven by a steam engine of 120 horse power.

In our next we will give an interior view of the "Turning Hall," where the spokes go through the process of turning and finishing.

C. W. S.

THE ST. LOUIS WHEEL, SPOKE, HUB AND FELLOE MANUFACTORY.

Among the many wonders of the "mighty West," there is none more strikingly interesting to the readers of this Magazine than the mammoth works of Messrs. Woodburn & Scott, of St. Louis, Mo. The almost unlimited extent to which a business of this character is conducted in that part of our country, furnishes another of the unquestionable evidences of the great magnitude of "coach making" in the United States, and especially in that of the Western States. Above we give an illustration of this factory. The length of the building is 300 feet by 80 wide.

It is our intention, in the forthcoming numbers of the Magazine, to present our readers with interior views of this factory, which will no doubt be interesting to the majority of them, and serve to illustrate the extent to which the manufactory of earriage stuff is conducted by these gentlemen.

Mr. Woodburn, the senior partner, came to St. Louis in 1848, and brought with him from Newark, N. J., the first spoke machine that was ever introduced into that part of the country. With this one lathe he commenced his present business, nine years ago. His factory at that time was a room of 20 by 26, in the second story of a building on the corner of Main and Biddle streets. And, notwithstanding the lack of means, and the prejudice that was then existing against "Yankee machinery," by persevering industry and a close application to his little business, he has succeeded from point to point, and from step to step, until his factory has arrived to a degree of magnitude that knows no superior.

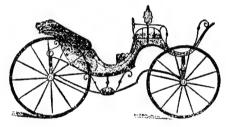
In July, 1854, Mr. Woodburn admitted as a partner into the concern Mr. Thomas Scott, who is likewise a practical man in the business, and a most superior "financier."

Both of these gentleman are, in the strictest acceptation of the term, "working men." At all hours in the day either of them can be found at his post, discharging his respective duties.

Last year this factory turned out 18,000 setts of rims, 41,000

NOTICE.

We will send the following cut to any part of the United States on the receipt of \$1, and 20 cts. in stamps to prepay postage.



It will be seen we have reduced the price of this cut. Our present facilities for stereotyping are such, that we feel justified in putting these fine engravings at this reduced rate, and thus put into the hands of every coach-maker a cheap illustration for his newspaper advertisements.

C. W. S.

OUR SUBSCRIBERS.

To the patrons and readers of the Coach-Makers' Magazino we would say, we regret exceedingly to part with a single soul of the noble and jolly passengers who have passed over our road. Now, gentlemen, will you keep your seat and ride with us to the next station? for although it has been

Through a long road we have travelled on, With here a flower and there a ston >,

Yet our coach remains in running order, our steeds were never in better trim; the road, too, has become smooth and safer, and we promise you that on every turn such scenery will be found as is beautiful to the eye and refreshing to our senses; besides if our lady correspondents send in their beautiful bits of poetry, as we believe they will, you may expect the merry songster to salute your cars from every grove and bower, as you merrily pass along. Therefore we say, "come one, come all" and subscribe to the Coach-Makers' Magazine for 1858.

If you would succeed in your business, advertise.

3000

EDITOR'S TABLE.

TO THE PATRONS AND READERS OF THE COACH MAKERS MAGAZINE.



Another period of time has passed away. One more year has rolled around, carrying us through another segment of that great cycle of time, and bringing us one step nearer to that universal "finale" towards which all things material are tending. On entering upon another period, on placing one foot upon the threshhold of another year, it might

le profitable, and yet not unbecoming in us, to turn a retrospective glance at the course of the Magazine thus far, and point out its power and quickening influence in giving progress and permanency to that branch of mechanical industry to which we are especially devoted. In doing this, however, we are free to admit that the Magazine is not perfect in all its parts; that there has been many things left undone that might have been done, and many things done that might have been better done, to increase its power in hastening the progress and development of the coach-makers' art, and the coach-makers' interest, and in securing permanency and prosperity to a branch of business in which we are mutually interested. Indeed it would be strange if such was not the case, for it would require greater ability than belongs to the natural man to create the first of its kind, to raise, as it were, out of the ground, a periodical like the Magazine, without a pattern or guide, with no publication in the country devoted to the coach-makers' art, that might stand as its prototype, and carry it through a series of years, without omitting something that might be deemed important, or committing some mistake, or doing some act to which some one might not take exceptions. We might enter into a discussion and speak of sins of omission and commission which have been perpetrated by its founders and projectors, as well as the devoted friends, for those individuals are the last to deny that they have learned lessons from experience, and are willing and determined to profit thereby. But such a discussion would be a bootless task, as it would further the interest of no one, and it would set us upon a labarithic journey, which our brief connection with the Magazine illy qualifies us to perform. Beside, it will hardly be denied by those even who are the most eager to find fault, but that the Coach-Makers' Magazine has been an instrument of much good to the coach-making fraternity, and through them to the purchaser and supporter of the coach-makers' trade. We will content ourself, therefore, with pointing out some of the many benelits conferred upon the craft by the publication of the Magazine. In doing this, it must be borne in mind that progress is a law of our being, a universal principle, extending alike to nature and our being, a universal principle, extending alike to nature and out to our patrons, hoping it will prove of lesting value to the to art, and even the coach-maker, if he would succeed in his craft, and a permanent good to the world.

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business, must conform to its requirements. If he would gain the cup he must win the race. Fogyism may do in politics, but never in coach-making. To be out of style is to be out of the market. To be out of fashion is to be out of business. To avoid this, then, the carriage-maker must be in possession of the best styles and latest improvements. He must not only avail himself of the experience of the practical workman, but this must be combined with the skill of the artist, and the ingenuity of the inventor; and where is such a combination to be found? It certainly is not in the possession of any one man; it is to be found in no one shop, or hardly in a single city. Where, then, can it be found really available to the coach-making fraternity, except in a receptacle where the artist exhibits his best models, the inventor his most ingenious devices, and where the practical mechanic displays the master pieces of his mechanism? Such a receptacle is the Coach-Makers' Magazine. By opening a field for competition and generous rivalry, the Magazine has stimulated every faculty of the craftsman to emulation to excel in his art, till its pages are crowded with every modern improvement in carriage-making. Here are to be found the latest styles in all their modern completeness and perfection. The form and proportion of every fashionable body, with the dimensions of its size and shape, together with every swell, sweep, curve and seroll, the style of carving, the size and form of the gearing, the bend and connection of every iron, the main colors to be used in painting, the designs for the ornaments, the colors to be used, as well as the colors for striping. The trimming, too, is not overlooked, but the kinds of material, style of work, with the form and fashioning of every squab, tassel, and festoon minutely set forth and clearly illustrated.

The advantage of such a guide and instructor can be seen at a glance by every practical workman. For while it affords the greatest facilities to the journeyman, it is of equal advantage to the proprietor. Let us suppose a case. A customer comes into your shop or office, for the purpose of ordering a carriage; but not being a carriage-maker, it is difficult, and perhaps almost imossible, to gain a clear idea of the kind of carriage he wants. He has, perhaps, seen one in some shop or repository, or in the ossession of some friend, that just suits him; but, as we said before, he cannot so describe it as to make it clear to any one else. In such a case, all that is necessary is to turn over the leaves of the Magazine, till the eye of the customer rests on the plate of just the style of carriage he has in his mind's eye, when all this difficulty vanishes, and the parties can settle, not only upon the style of carriage, but all the minutiæ in finish can be clearly understood, so that the customer on the one hand may know just the kind of carriage he is to have, and the builder, on the other, understands just what is expected of him, and beside this, the journeyman or builder can, from this plate, make his draft on the board, and with the rules which are here laid down, accompanied with illustrations and explanations, complete his work without mistake or delay.

How often do we find proprieters, and even journeymen, paying a high price for a working draft of a body, or even the design for an ornament, and yet how much more valuable is a draft drawn to a scale, accompanied with rules and description for the perfect completion of the whole carriage, even to drawing the last brush or driving the last nail. Such are the merits we claim for the Coach-Makers' Magazine, and as such we send it

ORNAMENTAL PAINTING.

We illustrate, in the present number, the first of a series of designs for ornamental painting, from a celebrated painter—Oliver Rodier—who has consented to furnish each number with a design, accompanied with such explanations and instructions as will be useful to the members of the craft.

The annexed design, properly exccuted, forms a rich ornament for the pannel of a coach, side or back of a hack, or sleigh. It is also susceptible of being divided into several parts, each of which may be formed into an ornament complete in itself. For instance; the helmet and scroll, with the addition of drapery, would form in themselves a very fine ornament. In the same way, the shield without the lion's head and base ornament, would make another desirable one; or even the supporters attached to a center piece, would answer well for a light ornament, and thus it might be divided to suit tastes and circumstances.

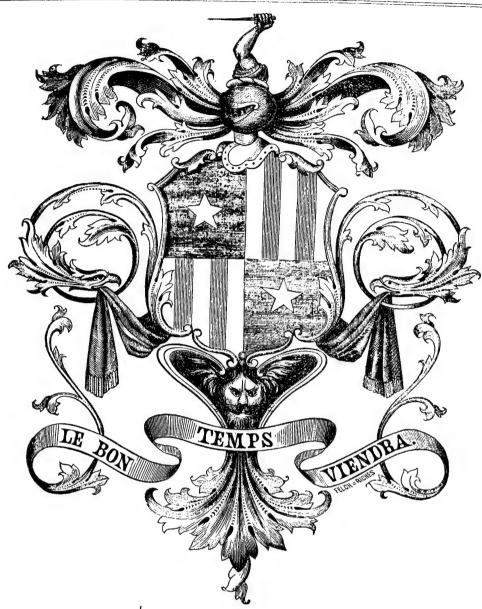
The colors to be used should consist of bluish green for the main or ground color, touched up with light red, white, blue, and vermilion. Scroll white and red; drapery, light red, representing velvet, with fringe a shade darker. Shield divided into quarters. Head—left quarter—field blue, with silver or white star.

Right quarter, three white stripes and two red. Supporters terminating in an ornamented eagle's head. Lion's head dusky brown on black ground.

Mr. Rodier's card will be found in the advertising department.

WE have some very pretty and practical drafts for the ironing and also for the trimming departments, which will appear as soon as they can be proporly arranged. No pains will be spared to render each and every branch interesting to all concerned.

TEMPERATURE OF LIQUIDS.—The temperature of any liquid, not in a state of equilibrium, varies with the depth. For instance, if a thermometer be introduced at different depths, in warm or cold water, provided the water has not attained a settled temperature, it will indicate different degrees of heat, falling as it descends. This, of course results from the law, according to which the tensity varies with the temperature, and depends upon the unequal rate at which different portions of a liquid gain or lose heat. Every practical chemist, aware of this fact, endeavors to obviate all errors which may arise from it by stirring any liquid which is warming, or cooling, before he introduces a thermometer to ascertain its temperature.



DURABILITY OF TIMBER.—The following instances show how extremely durable wood becomes, when kept immersed in water. The piles under London bridge have been driven six hundred and fifty years. On examination, in 1756, they were found to be but little decayed; they were principally of elm. Old Savory Place, in London, was built about the same time; *i. e.*, about six hundred and fifty years ago, and upon recent examination, the wooden piles, consisting of oak, elm, beech, and chestnut, were found to be perfectly sound

But, the most striking example of the durability of timber in a wet state, is afforded in the piles of the bridge built by the Emperor Trajan, over the Danube. One of the piles was taken up and found to be petrified on the surface to the depth of about three-fourths of an inch; beneath this the rest of the wood was not different from its original state, though sixteen hundred years had clapsed since it was driven!

In our next number we will illustrate Hayes' Patent Top, and Hub-boring and Mortising Machine.

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The Young Iradesman's Column.

Young tradesmen, one and all, we wish you "a happy New Year." And while we hold you by the hand, let us congratulate you upon the safe return of that eventful period, freighted as it is with the open buds of promise; for, indeed, a brilliant future is yours; a noble destinty awaits you; the world is yours with the fulness thereof. You have but to put forth your hand and the choicest fruits of earth, together with every flower and leaflet which can contribute to your happiness and prosperity is within your grasp. For a due regard for the principles of hygiene will secure you health, application will give you a business capacity, and promptness and integrity ensure you friends. With such weapons you can battle fearlessly with the "fates," and defy the world to withhold from you the least of the golden treasures.

Then let the new year be ushered in with noble aims and high resolves. Keep warm the current of your soul, by generous motives. Chase after no Jack O' Lantern that may lead you across forbidden fields, to trample upon flowers planted by other hands. For the ignis fataus feeds upon malaria and the elements of death. Forget not that the most gorgeous wreaths of wealth, fame and distinction may envelop a crown of thorns, which pierees to the very quick. Remember your health; keep it in the apple of your eye, for upon it the future of your life depends; upon this foundation rests the whole fabric of your future happiness and usefulness. Suffer not the warm current of your life to be dried up by the smoke of the cigar or the intoxicating bowl. But be temperate in all things in eating as well as drinking. Light suppers bring pleasant dreams and refreshing sleep, while pure air and proper exercise gives a healthy glow to the cheek, and vigor and elasticity to the muscle. Therefore enlarge the lungs but not the stomach, if you would be strong and healthy, and wise and happy.

Hoping and believing you will act well your part, we will endeavor to perform ours, and make it our business, as it is our pleasure, to assist you all we can by storing "The Young Tradesman's Column" with such scraps of information and advice as our own experience, assisted by the suggestions of others, may dictate for your especial good.

Supposing you have, of course, properly disposed of the lesson in the last number of the Magazine, we here present you with another in

FAMILIAR SCIENCE,

PHOSPHURETTED HYDROGEN.

Q. From what do the very offensive effluvia of church yards arise?

A. From a gas called phosphuretted hydrogen, which is phosphorous combined with hydrogen gas.

Q. Why does a putrefying dead body smell so offensively?

A. Because phosphiretted hydrogen gas always rises from putrefying animal substances. The escape of ammonia and subphiretted hydrogen contribute also to this offensive smell.

Q. What is the cause of the ignis fatuus, Jack O' Lantern or Will-O'-the-Wisp.?

1. This luminous appearance, (which haunts meadows, bogs

and marshes,) arises from the gas of putrefying animal and vegetable substances, especially from decaying fish.

Q. What gases axise from these putrefying substances?
A. Phosphuretted Hydrogen from putrefying animal substances, and carburetted hydrogen from decaying vegetable matters.

Q. How is the gas of ignis fatuus ignited on bogs and meadows?

A. Impure phosphuretted hydrogen bursts spontaneously into flame, whenever it mixes with air or pure oxygen gas.

Note.—Pure phosphuretted hydrogen will not ignite spontaneously—this spontaneous ignition is due to the presence of a small quantity of the vapor of an exceedingly volatile liquid compound of phosphorus with hydrogen, which is occasionally produced with the gas itself.

If phosphorus be boiled with milk of lime, and the beak of the retort be placed under water, bubbles of phosphurethic hydrogen will rise successively through the water, and (on reaching the surface) hursts into flame.

surface) bursts into flume.

Q. Why does an ignis fatuus or Will-O'-the-Wisp fly from us when we run to meet it?

A. Because we produce a current of air in front of ourselves (when we run towards the ignis fatuus) which drives the light gas forward.

Q. Why does an ignis fatuus run after us when we flee from

A. Because we produce a current of air in the way we run, which attracts the light gas in the same course, drawing it after us as we run away from it.

Q. May not many ghost stories have arisen from some ignis

fatures lurking about church-yards?

A. Perhaps all the ghost stories (which deserve any credit at all) have arisen from the ignited gas of church-yards lurking about tombs, to which fear has added its own creations.

How gratifying it is to see a young man who possesses decision of character, and acts independently in everything—a person, who can promptly say no, not allowing himself to be turned aside from the path of duty, by the sneers of those who would lead him on to ruin. Such a young man is bound to succeed, let him pursue whatever business he may, and he is one in whom the community place confidence. Even those who profess to laugh at his scruples, respect him the more for his manly, open course, and he is the one they consult in every difficulty. They do not go to their boon companions for advice, but prefer one whom they have proved.

The youth who has one aim, and has besides sufficient decision of character to resist temptations which assail him, is sure of success. He has his course marked out, and goes straight ahead, without turning to the right or left.

KINDNESS.—How much misery may be abated, how much suffering may be removed, by the simple tone and expression of the human voice! Upon the heart that is lone and desolate, that feels itself, as it were, shut out of the world, wrapped up in gloemy imaginings, how sweetly falls the voice of sympathy and consolation! Why is it, then, since everything proves, and none are ignorant of the fact—that all must lie down in mother earth together, since all are travelers in this highway to death—why is it, that each should be so sparing of that which costs him nothing, but which might raise the drooping spirits of his neighbor, and cheer him on his journey—a few kind words and kindly looks?

Passion has its foundation in nature; virtue is acquired by the improvement of our reason.

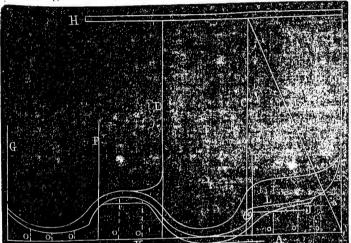
Indolence is not ease, neither is wealth happiness.

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FRENCH RULE.

ies of explanations and designs illustrative of the French or square rule, for the construction of carriage bodies. The best evidence we can give that it will appear in a brief, comprehensive and practical manner, is to place it in such a form before our readers. This we are assured we can do, from the f act that we have an artisan employed who is equal to the task, and who has consented to give it in all its parts, and, threfore, confidently assure our readers that it will appear in the future Nos. of the Magazine, a portion in each., till competed. We give below, diagram No. 1, with full instructions for drafting the same.



First dsaw base line, A, parallel with the bottom, and then close to the right edge of the draft-board draw a perpendicular line B. Next take the length of the back quarter, which in this case is 23 inches, and draw line C perpendicular on ${\bf A}$; also, measure the width of the door, and draw in like manner line D. We suppose to have a sketch of the intended drawing on hand, which should in all cases be made first, and measure the main points directly from the same. We take, therefore, the distance from line B to the end of the seroll, and draw line E, perpendicular with base line A. Now, we measure the length of the front seat, and mark it by line F, and the length of the toe-board, and draw line G. We have now six perpendicular lines drawn, marking the space for the back quarter, door, end of the scroll, front seat and toe-board. We next consider what horizontal lines would be necessary to complete our side elevation, and ascertain first the height of the body from the lowest part of the rocker, and draw line H parallel with base line A. We next draw on our sketch the same base line as on our draft-board for getting all the desired dimensions for our large drawing, and for the same reason we are to mark a perpendicular line B, from the last mentioned base line A, which corresponds with with line B. Next measure the proper height of the top of the seroll above the base line, and run line J. You will then find that where line F intersects line J, to be the exact locality for the seroll. We measure the space from base line to the bottom of the rocker, and mark it by line K. This completes our necessary straight lines for our present use, and we proceed to draw sweep line L, which gives us the shape of the body the whole length through. have the finest outfit.

We use lines o o, which aid us in building the outlines of the We proceed in the present No. of the Magazine to give a ser- body. Further, draw line M from the point where line B and base line A connect, to line C at top tie; then ascertain where the sweep line L crosses line M and make a mark, which shows the shallowest point in the back quarter.

TO BE CONTINUED,

TOUSLEY'S SUPPLEMENT AND MANIFESTO.

Many of our readers have no doubt seen a copy of a sheet bearing the above caption, which has been industriously circulated for the purpose of injuring the reputation of the proprietor, as well as his business in the publication of the Magazine.

We know of no better way of disposing of this slanderous sheet, than copying the following from two of the leading journals of our city, where the parties are best known:

"Tousley's Supplement and Manifesto."-A writer in

this morning's Statesman says:

"A few day since I received an ill-printed anonymous sheet bearing the above title: The 'Manifesto' is filled with a vile, ill written, low blackguard slander of Mr. Saladee, a resident of Columbus, proprietor of The Coach-Makers' and Harness-Makers' Magazines, both well conducted and valuable periodicals to the respective crafts for which they are intended.

Mr. Saladee is respected here as a gentlemen, a high-minded and enterprising citizen, and one who deserves the support of his brother mechanics for his unceasing efforts for their benefit. Where Mr. Saladee is known, such falsehoods as are contained in 'Tousley's Manifesto,' and that may be retailed by the grovelling wretch who is its author, cannot faston a stain for a moment on his character. Such a slanderer should be scouted from all society having any pretensions to decency."

It appears the "Manifesto" has had quite an extensive circulation. We have not only been favored with a copy of it

ourself, but we have heard of its being received at several other points. If the fair fame of a good citizen is to be blasted by such scurrilous anonymous scriblers, then the character of no man (be its standing ever so high) is safe. - Capital City Fact.

ACTIVE LIFE.

Young man of twenty-one, you have just reached your ma-Has it occurred to you that you were standing on the brink of a turbulent stream? Allow me this interrogative: Will you stand still and fold your hands through fear, or will you plunge into the angry flood and buffet the rolling waves as you are carried down the stream of Time until you triumph over every obstacle and land safely upon the beauteous shore of Divine Harmony?

This is the trying moment—the brief period of suspense. Choose now the course you will pursue. Decide whether you will stand idly by-whether you will loiter about the entrance to active life for fear of making a failure, or whether you will risk all in manfully treading the discordant waves, even if you die in the effort.

Such is active life. It is continuous round of joys and sorrows, of pleasures and difficulties, peace and disturbance, harmony and vexation, and he who succeds in overcoming the most of the latter, and securing the greatest amount of the former, will undoubtedly be the happiest of mortals.

Let no one fear to launch his bark, be it ever so frail upon the stream of Time; for the tightest and best built craft have been wrecked, and the most frail and leaky have been soaked tight, and borne safely over every angry wave through a long voyage, and come off safe and triumphant at last.

The best built ships do not always make the most successful voyages; nor are they always the most successful in life who

11/2000 DO

TOO GO



WE cheerfully give a place to the following communication of our worthy correspondent:

PRESENT AND FUTURE.

How oft, in scanning the pages of History, or reading the biographics of the greatest men, do we find all anxiety, all hopes, all pleasure and all enjoyment concentrated in the looking forward to future without any realization of the privileges and comforts of the present; past experience lost sight of, the present enjoyments unappreciated, and the point of sight stretched far into the mystic distance of time yet to come, saying as Felix said to Paul "Go thy way for this time, and at a more convenient season I will call for thee."

Nor do we need to look into ages gone by for such men. Our own generation furnishes us with innumerable instances, and to and bolt, F, or their equivalents with the fellies and tire, subcome closer yet, do not our own lives prove that very many of us are bartering away blessings in reality for spurious images of a false imagination? Childhood's purest joys are often tainted by the longings for boyhood's days, when he too can romp amid the very things on which he gazes, feeling that theirs is the only true sport, and that the care of his nurse or the confinement of the nursery is derogatory. The youth, too, yearns to arrive at that point when he will be free, free to think and act, to be, and be considered a man, often unthankful and very seldom thankful enough to those loving ones who have, during a series of years, kindly advised, gently reproved, toiled and strove to make him truly a man. Then it is, that life's struggles commence in reality, and life's voyage fairly entered upon, and he launches boldly out, mounting the waves of opposition with wealth, honor, and fame, for his desired haven, buoying himself up with the proud anticipation that then he will be indeed happy, having gained the only earthly prize worthy of attainment. Year succeeds year, and we find him struggling still; the hopes of his boyhood bigger, the desires of his yeuth stronger than ever, and the future happiness of his manhood is as far, nay vastly farther off than ever, for verily his ideal happiness has strengthened with his strength and grown with his years. Yes, toil ou, mistaken one, from dewy morn to midnight chime; till abused nature demands her respect. Fight on bravely, for yours is a hard battle. Heed not another's povetry. They ought to labor. Enter not the abode of sickness, want, and wretchedness, for that was caused by dissipation and recklessness. Mark not the scalding tear that glistens on that urchin's pallid cheek, as he crouches before you. Oh, no. You have higher claims and loftier aims. Swifter, swifter on; for yours is a long race. Shut your cars to all tender recollections, all early associations. Blot out all kindred affections from your mental vision, or they may possibly divert you from your ignis fatuus and expose to your gaze the dismal swamp. Enclose your adamantine heart with self-righteousness. Crush every generous impulse that may perchance arise. Deign not to cast a smile when you see others glad. Do not cultivate a feeling anything akin to generosity in your children or in their precocity; they might deem you inconsistent; rather teach them distrust in all mankind, and you will truly prove that they are indeed your offspring, of whom you need not be ashamed.

And now his coffers are full. Thousands are ready to bow before him; his name is familiar to every lip. Wealth, honor and fame are indeed his, and surely he is a happy man. Ah! no; not yet. Years of toll have been spent; sleepless nights have oft been passed; daily has the brain been racked in the hoarding. of gold; conscience has been soothed and seared in the love of approbation and honor, and that which God created a heart, is frozen colder than Greenland's icebergs; and yet with maniae carnestness does he rush on in pursuit of his long cherished chi-

those divine favors which are ours in the present. The pres- ner as described.

ent is ours, "but the future is not." We are placed on this earth to prepare for a future, and we cannot truly do so without an appreciation for and the enjoyment of those present comforts and blessings which are so bountifully bestowed.

H. R. N.

PATENTS.

THILLS .- Phillip Baillau, of New York city: I claim the flat spring, a, or its equivalent, at the back end of the thills, h, arranged and operating in the manner and for the purposes substantially as described.

TIGHTENING TIRES OF CARRIGE WAEELS .- J. M. Dick, of Buffalo, New York: I claim the combination of the wedge, E, stantially as set forth.

CONSTRUCTING THE TIRES OF WAGON WHEELS .- John L. Blinn, of Austin, Texas: I do not claim drawing the ends of the tire together by a screw, so as to reduce its circumference and tighten up the felloes.

But I claim the removable slips or plates, constructed, arranged and held in place substantially as described and shown, for the purpose of producing a complete unbroken tire, as it were, and at the same time affording facilities for decreasing the circumference of the same, and thus tightening up the fellocs, without the labor of upsetting, substantially as set forth.

CARRIAGE SPRINGS .- Bold R. Hood, of Clinton, N. C.: I am aware that auxiliary springs have been carried from the center of each to the ends of the carriage body, or connected with the tranverse springs; therefore, I do not claim broadly the use of auxiliary springs, irrespective of their peculiar construction and arrangement.

But I claim the combination and arrangement of the springs, F F, with the springs, D D, as described for the purposes set

WEAR IRON FOR CARRIAGES.—I, George Leftler, of Philadelphia, Pa.: Having described my improvement and disclaiming a guard broadly, or allowing the wheels to pass partially undor the body of the wagon.

I claim the peculiar construction of the metallic recess guards, R, with the flanges, a, a, bearing against the bottom and sides of the body of a plain carriage or wagon, and arranged with the latter as and for the purposes set forth.

ADJUSTING CARRIAGE TOPS .- C. W. Saladee, of Columbus, O.: Now I do not claim the lateral rod, D D, when placed on the outside of the seat back, for the purpose of adjusting the top, as now, Letters Patent having been granted to me for the saine, dated September 6, 1856.

But I do claim extending the top prop, A, back of the rest iron, B, a sufficient length to form the lever, C, in combination with the lateral rod, D D, as shown.

I also claim the scroll spring, E, in combination with the pivot iron, L, and the back bow, H, (or to either of the other three bows,) for the purpose of assisting in raising the top, and likewise to prevent its falling with the full force of its own weight, when in the act of throwing it back, substantially as set forth

SPOKE MACAINE.—Samuel Lord, of Perry County, Ga.: I do not claim, separately and apart from the arrangement shown, any of the parts described.

But I claim the vibrating frame II, operated as shown, and arranged with the carriage, B, and saw, C, specifically as described, so as to operate conjointly as and for the purposes set

mera, nor will the struggle cease, or the race have an end until he is called by that being (who created him after His own image) to give an account of his unjust stewardship.

Vaindy do we look forward for happiness, and by so doing, in a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw shoulder cap, D, combined with a joint bar standard, A, a screw should be caped as a sult our Maker, abusing our present blessings, claiming a future and arranged between the leather, L, and the joint bars, C II, which may never be in our possession but by the continuance of and so as to serew upon the said standard, substantially in man-

(M. 10) 3 (30) 32

COCOCO WAY



COACH MAKERS' MAGAZINE. THE

INFLUENCE OF NATURAL SCENERY ON MAN:

Man is influenced in a great degree by the seenery around him, which has its effect on his character, and this is plainly to influenced by the scenery amid which they have been reared, and be seen in his course of action. Those who have passed their whose attachment, growing stronger every year, has never been youth amid bold and rugged scenery, show the influence it has over them. It tends to make them more active and energetic, and gives them that peculiar bent of mind which is not manifested among those who live in valleys and flat countries.

The influence which mountain scenery exerts over those whose youth has been spent there, has often been remarked upon by those persons who have a curiosity for such things. The Swiss are noted for their native Alps, choosing rather to dwell there, where it is only with the most severe labor that they can succeed in procuring a sufficiency for their wants, than to live tain air which engenders a spirit of freedom, and they in rich and productive countries. They will make the greatest rather perish than be brought under the rule of the tyrant. and go where they may, the snowy peaks of their beloved Aps are never forgotten. The Swiss peasant is well contented with his small patch of land and little flock, being perfectly willing to pass his life in this manner.

If he leaves his native mountains it is only to return on acquiring a competency. Those snowy peaks, towering to the skies, have their influence over him, which he finds it impossible to shake off. The Tyrolese are strongly attached to their romantic hills, which are never forgotten, wherever they may be.

Those who live on the sea cost, where old ocean's roar is always heard, have their characters moulded by the scenery around them. The vast expanse of blue waters, bearing on its bosom the ships of different nations; beautiful bays reaching far inland, and studded with numerous green, grassy islands; the high bluffs and promontories, at whose base is heard the hoarse surging of the waves, all tend to attach one strongly to the place of his nativity. When a boy it was his delight to visit the different islands in his little boat,; to ramble along its shores, picking up the pebbles rolled smooth by the action of the waves, and skim them over the surface of the water. Oftentimes it was his fortune to view old ocean lashed into a fury, and to see some wreek tossed on the shore by the raging waves. Euch seenes make a lasting impression on his character, not soon to be effaced. When far removed from his old accustomed haunts, he ever delights to recal his former home by the ocean side, and his imagination brings up in rapid succession, scene after scene through which he has passed.

The Greenlanders look upon their cold, barren country, as a paradise, and would not be willing to exchange situations with any nation, no matter how much they might be favored by their po-With a good supply of fish and train oil, they seem to regard their happiness as complete, and are well satisfied to live among their snow and ice.

The sailor feels at home on the troubled sea, where he is accustomed to meet perils in every form, continually exposed to hardships and dangers. The roar of the waves is music to his ear, and when the fierce billows sweep over the surface of the water, he is seen climbing the shrouds, or laying out on the yards taking in sail, while the huge waves are rolling beneath him. He is cheerful and contented with his lot, and prefers his hazardous avocation to any other.

Low, unhealthy locations have a tendency to degrade those dwelling there, and it seems almost impossible to find any eleva-tion of feeling in such a place. The unattractive portions of our cities, where vice and corruption love to congregate, and human depravity appears under its most revolting aspect, is proof of this. It seems almost impossible to introduce any good influence in such a postiferous atmosphere, and we scarcely wonder at the degradation of those living there. Everything around them is revolting in its character, and its deleterious influence is plainly to be seen. Every philanthropist, or any one who has the slightest regard for the welfare of the human race, must have felt a pang of regret shoot through his breast, as he saw how low human nature could be brought. This subject is one replete with in-

terest to the inquiring mind, and furnishes us with much for reflection.

We have briefly noticed those nations and people who are most destroyed. Countries which do not possess the least attraction for one nation, are yet considered by another as the most desirable places in which their lot could have been cast.

Mountaineers are more ready to incur dangers, and are subdued with more difficulty, than those living in valleys and level sections of the country. Witness the trouble which the hardy Caucasians and Georgians give the powerful empire of Russia, whose armies have been repeatedly defeated by them, although in comparison a mere handful. There is something about mountain air which engenders a spirit of freedom, and they had

[From Life Illustrated.]

JEWELS OF MIND AND BODY.

A nation's or an individual's moral and intellectual tone and development may be very correctly estimated by the style of dress. All history and the common observation of all persons will attest the fact that plainness and simplicity of dress have ever been the sure indications of good taste and high mental caltivation; while gaudy trinkets and extravagant display have always been the delight of baser minds and of cruder states of

Wherever might is law, wherever the people are goverened by physical force mainly, we see the extreme and most ridiculous attempts to adorn the person. And the vanity of imperfect human nature is in no way manifested in a more ludicrous and farcial aspect, than in the various methods resorted to for rendering the person attractive, noticeable, or frightful. Flaunting ribbons and gorgeous feathers, dazzling tassels and shining jewels, are the means by which the undeveloped mind and uncultivated taste seek to gratify a low approbativeness and astonish an ignorant multitude. The military dress and equippages of all nations afford a good and striking illustrations of this principle.

Among barbarians and savages the most grotesque and fantastical attempts at personal ornamentation prevail. In civilized society, rings are fashionable only on the fingers and through the ears. But in semi-civilized and barbarous life, we find them also attached to the noses and the lips, while, instead of cologne for the hair and rouge for the face, the teeth are blackened, the skin is discolored, and the hands, arms, and face are tatooed.

In the highest grade of civilization, where the people are said to be enlightened, we may recognize a certain class with whom display, in the matter of dress, is the ruling psssion. This class is called fashionable. To dress seems to be its being's end and aim. The mental caliber and social importence of its members can be very accurately judged by the goods, wares, and merchandise they carry about their persons.

In monarchial governments, the ethics of royality and aristocracy induce many to put on the trappings and trimmings of castes and orders, though they have no fondness for such display. But in free governments, in republics especially, it is very rare to find a person of extraordinary mental endowments, who is not remarkable for indifference to dress. And the man of true nobility of soul, who sees the human being as formed in the image of his Maker, rather than as deformed by his fellow creature, will take no thought of what he shall put on, save that it be decent, comfortable, clean, and not very singular. He will have a well-stored treasury of gems and jewels, but they will be where moth doth not corrupt, and perceptible only to the interior

A young lady was heard to remark, that if a cart-wheel

A STORY

COCO GOOD



THE COAC

ILLUSTRATED MONTHLY

MAGAZINE. DEVOTED TO THE INTEREST OF COACH-MAKING AND THE KINDRED ARTS.

Prospectus for Vol. 5th, 1858.

In issuing our prospectus for the forthcoming volume, it would seem necessary only to remind our patrons and the public, that the magazine has already been published four years, and has consequently passed over and out of the reach of all those trials, perplexities and drawbacks, incidental to all untried enterprizes, and which so often prove fatal to a new publication. This circumstance, together with the steady increase of patronage, both in subscribers and advertisements, which the mngazine has received since its commencement up to the present time, not only shows the demand for such a publication, and places the magazine upon such a basis as to preclude the possibility of its ever proving a failure; but also yields us the pleasure of being enabled so to reduce the subscription price, and effect such arrangements-at a heavy expense-for its improvement and usefulness, as to make it for the interest of all those in any way connected with coach-making, to become subscribers.

Our knowledge of the wants of the coach-making fraternity, together with our experience in the publication of a journal devoted to their interest, has enabled us so to systemize the business of its publication, as to give it the widest range of usefulness, as well as to bring it down to the lowest point of CHEAP-NESS.

And it may not be out of place here to state that any and all the remisness and short-comings heretofore of the megazine, either in promptness of issuing, amount and quality of the matter, its plates, illustrations, &c., are solely chargeable to the want of such a system as we have now adopted. For within the past year it has been our fortune or misfortune, to have such an amount of business cares pressing upon us, that we found it utterly impossible to give that degree of time and attention to the general arrangements of the magazine, as it demanded; and in order that nothing might be wanting to make it both interesting and useful to the general reader, we have obtained the assistance of Mr. H. PRENTICE, of this city-who has been long and fayorably known as a popular writer and a practical machanic of our order-to devote his time unreservedly to the editorship of the magazine. Therefore, under our present arrangement, our patrons need entertain no fears of anything of the kind occuring in future. But, on the other hand, the magazine will be published promptly on the first day of every month, and it shall be our aim to have it well stored with such literary, scientifle and mechanical matter, as will be of interest, and make it an acceptable offering to the reading public generally, as well as to the

branches, shall receive immediate attention and place, with such man, Bridgeport, Conn. Everything new and useful pertaining to either of the various

plates and illustrations as may be deemed necessary to give it a full and complete explanation.

And although the magazine is devoted to the interest of coachmaking and the kindred arts, and to the interests of mechanics generally; and while it shall be our aim to make it a valuable accompaniment to the work-shop-to counsel the old and to instruct the young, and to speak alike to the employer und to the employed—it shall be our purpose to store its pages with such matter as shall entertain and instruct all classes, and therefore entitle it to a place among the family literature of every house-

Place of Publication.—We were for a time undecided which should be the place of publication of the magazine, in Columbus, or in some city East. From the favorable offers from individuals to enter into partnership and remove the publication to some Eastern city; we were at one time, as St. Paul says, "almost persuaded," to accept of their offer, and on intimating that such a thing might take place, we received many flattering testimonials from our Eastern friends favorable to the project. But after rolling the whole thing thoroughly in our mind, and taking all things into consideration—that we were permanently located here in Columbus, and that all our business relations were centered here, and further, that in as much as the magazine received its birth on the sunset side of the Alleghanies, and had therefore grown and thrived in Ohio's soil, we came to the calm conclusion that it might farther mature and develop itself in a western climate. In view of this arrangement, we set ourselves dilligently at work, and secured some of the best mechanics in the Eastern cities, of the different branches of coach-makers, as correspondents, who will contribute every item that is new and useful, so that the magazine will possess all the advantages it would have derived had we gone East with its publication. magazine will therefore be published at Columbus, Ohio, as heretofore, on the first day of every month, upon the following

TERMS:

Single	subset	ribers,	-		-		-		\$3	00
		sent to one	address	я,		-		-	7	50
Six	û	"	"		-		-		12	00
Ten	"	"	"	-		-		-	15	00
Twent	b y	"	"		_		_		20	00

For all clubs of six and upwards, we will take a note from the proprietor of a shop, drawn as follows:

\$12. (Naming the State,) January 1st, 1858. Four months after date, I promise to pay to the order of C. W. Saladee, Twelve ollars, for value received.

Where the parties are unknown to this office, the following ertificate from the Postmaster will be required:

I hereby certify that Mr. Aproprietor, and has a shop in this place. -, Postmaster.

All notes must be dated January 1st, 1858.

All clubs must be sent to one address. Each person making us up a eash club of six, shall have his seventh copy sent gratis; and each individual making a cash club of ten, shall, at the end of the year, be presented with one volume of the Magazine complete, in fine gilt binding, with the name of the one to whom it is presented, stamped on the cover in gilt letters.

C. W. SALADEE, Proprietor. H: N. PRENTICE, Editor, Columbus, Ohio.

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COCO CO (C)

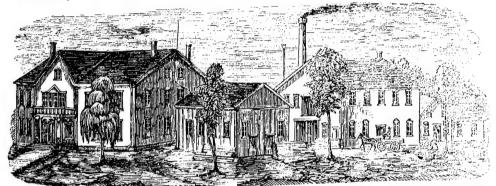
JOY DESC DES

TERMS OF ADVERTISING IN THE DIRECTORY.

Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

All advertisements for a shorter time than twelve months, are charged 50 cents per line for each insertion; Payable in advance.

CITY CAPITOL



Adam Luckhaupt, Froprietor, Columbus, Ohio.

THE Subsceiber would respectfully call the attention of Wagon-Makers to his mode of getting out Felloes. He has purchased the Right of Wells' Patent Circular Saws for sawing out Wagon Felloes, which, for good work, far surpasses the old way of the Right of Wells' Patent Circular Saws for sawing out Wagon Felloes, which, for good work, far surpasses the old way of getting them out with Jig Saws. He has also the gratification to state, that he has now on hand a most extensive and superformed to Carriage Timber, which, in point of excellence, cannot be surpassed by any other Factory East or West.

The Machinery in the various departments of the factory is of the best and most improved kind. With the facilities he now possesses for nanutacturing the various departments of the factory is of the best and most improved kind. With the facilities he now possesses for nanutacturing the various Wood Work employed by Carriage-Makers, the Proprietor that ers himself, by saying, that he sesses for nanutacturing the various would not all there a terms as that of any other House in the United States.

So Tersons ordering from a distance can depend upon having their orders filled withprompuness and despatch. Addresss all ADAM LUCKHAUPT, Columbus, Ohio.

J. V. WOLSEY.

THE BAY CITY SPOKE. HUB AND FELLOR



Pierce & Wolsey, Proprietors, Sandusky City, O.

THE Proprietors of this Establishment take the pleasure of Informing the Couch-Makers throughout the South and West, that they have established a Factory for the manufacture of Spokes of every size and kind, and keep constantly on band a large and well assorted 18tock of Seasoned Timber. Our Spokes are all finished with a nicety that revultes but little. If any, work to prepare them results for driving. They are also making extensive preparations for the manufacture of Hubs, and every variety of Bent Scholler, 850 Our Prices are no totale, and our Terms as liberal as that of any other concern in this country. Orders respectfully suitable.

KASSON FRAZER.

PETER BURNS.

FRAZER & BURNS,

Syracuse, N. Y.,

DANUFACTURERS AND EXCLUSIVELY WIGHESALE DEALERS IN

SADDLERY HARDWARE,

Proprietors and Patentees of Proprietors and Patentees of Materials.

Adjusting Trees, Hames & Buckles.

Thems-Four months on approved baser. 5 per cent. off for Cash July 1857

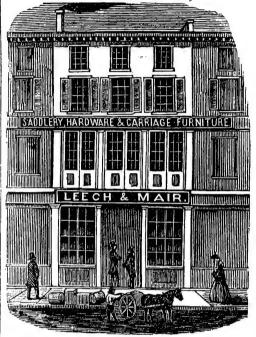
EDMUND TOWNSEND. Urieville, Kent Co., Md.,

MANUFACTURER OF EVERY VARIETY OF

CARRIAGE TIMBER,

ONSISTING OF RIBS, P LES, SHAFTS, &C., ALSO Turned Spoke of all sizes, all of which are made of the best

LEECH & MAIR,



No. 127 Wood Street, PITTSBURG, PA.

IMPORTERS AND DEALERS IN

SADDLERY & TRUNK HARDWARE

CARRIAGE TRIMMINGS.

E keep constantly on hand as full an assortment of We Reep constantly on thand as full an assortment of Goods in our line as can be found in any city in the West, and respectfully solicifa continuance of the patronage of R. Leech, Jr., whom we succeed. We still commune the most abbrail inducements to our old friends, and to buyer, generally. Being the oddes regular establishment in our department of trado in the city, our long experience enables us to know the wants of our customers exactly, and to make the most fudicious selections in our various styles of Goods. The attention of the Southern and we estern trade is particularly directed to this Card.

May 1857

THE CONTINENTAL

WHIP SOCKET,

OWES ITS POPULARITY TO THE FACT OF ITS LOOKING BETTER,

WEARING LONGER, AND COSTING LESS

THAN ANY OTHER SOCKET IN THE WORLD.

For sale by Coach and Saddlery Hardware Dealers Every-[Feb. 1857. where.

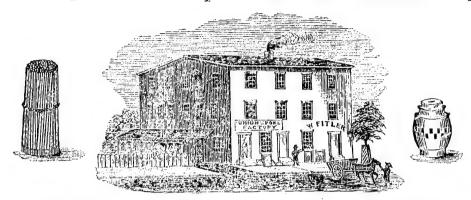
THE TOMLINSON SPRING & AXLE COMPANY.

Cannon St., Bridgeport, Conn.

MANUFACTURE COACH AND CARRIAGE Tempered Springs, Mail Haif Patent and Taper Case-Hardened Axles. We are the only authorized manufacturers of E. M. Stratton's Improved Mail Patent Axles, Orders promptly diled on reasonable terms.

wm. G. Lineburg, See'y, RUSSELL TOMLINSON, Pres't, S. B. FERGUSON, Jr., Treas.

Philadelphia Union Spoke and Hub Manufactory.



SPOK

Of every variety kept constantly on hand. Our stock of finished work is very extensive, so that we are at all times prepared to fill Orders at short notice.

Stock selected with the greatest, and from the best that the country affords.

Any quantity of the very choicest white hickory, and second-growth Timber will be found at our mammoth establishment.

June-1857.

Z.C. Robbins,

MECHANICAL ENGINEER,

SOLICITOR OF PATENTS, Washington, D. C.

WILL make examinations at the Patent Office, pro-W pare drawings and specifications, and prosecute applications for patents, both in the United States and foreign pleasure Vehicles ever discovered.

To all when it may concern:

Wh. bington, D. C. Jone 21, 1854.

The most

The undersigned members of the United State Stenate and Hours of Representatives, being personally acquainted with Z.C. Ropars Esquire, of this city, take pleasure in saying that he is a wentleman highly extended for his integrity as a man and his capacity as Solidion at the Patent Office.

WM, Т. ИАМПЛОМ, Мф., H. HAMIN, Maine, NATHAN BELCHER, Conn., Care, E. Server, Michigan, SAMUEL CLARK,

B. B. Tackster, R. L. Спаз. Ипопаз, У. У.

WASHINGTON, November 23, 1 3P.

To all whose it May concern:

During the time I have filled the office of Commissioner of Patents and for some time previous, Zeras C. Lordays, E. 24. has followed the business of Patent Soliction in this ty, and hat been in the daily prosecution of business in the line of his profession, at the Patent offices.

I am well acquainted with Mr. Royans personally, and believe him to be a man of integrity and ability, to whom persons at a distance may safely entrust their business. I am peace to bave the opportunity to say that he is faithful to the interests of his clients, and has been, thus far, very successful in the practice of his profession.

EDMUND BURKE.

JOSEPH TROTMAN, SADDLE-TREE

MANUFACTURER,

413 WostlSixth Street, opposite Cutter, CINCINNATI, O.

N. B.—All Orders punctually attended to. July-1857 Sept.-1857

The Greatest Improvement of the Age! M'ELROY'S

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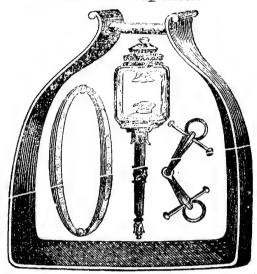
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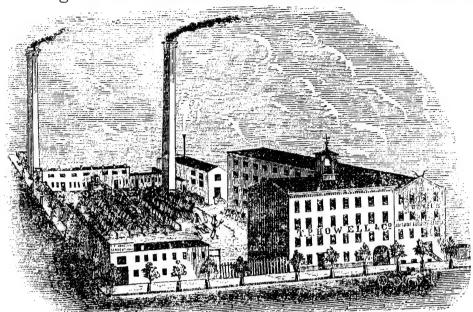
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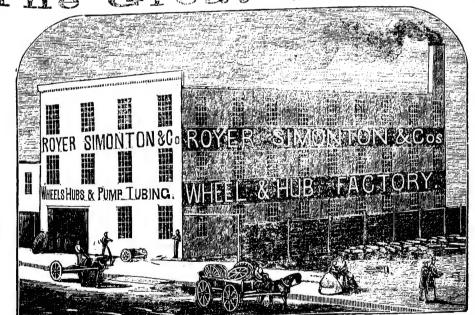
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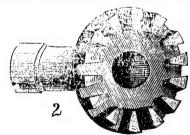
Universally acknowledged the best Carriage Coupling in the World.

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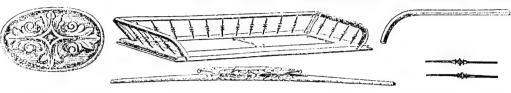
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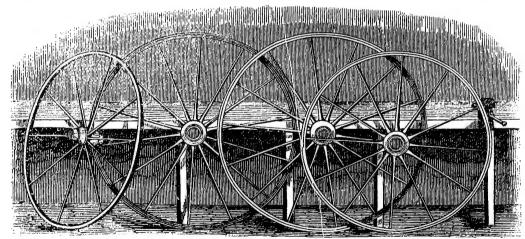
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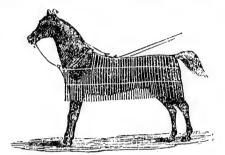
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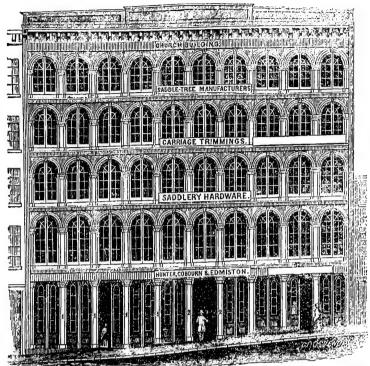
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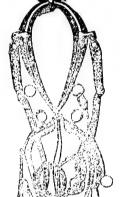
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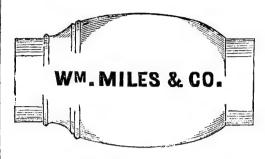
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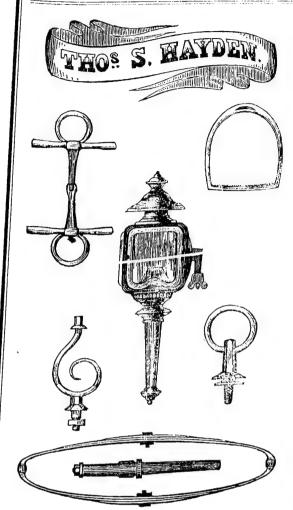
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to order at short notice.

COACH TRIMMINGS.

Patent Dash Leather; Patent Enameled Leather; Patent and Enameled Lether, fancy colors; Black and Fancy Colored Enumeled Cloths; Union and all Wool Cloths, assorted colors; Cotton, Union, and Worsted Damask, resorted colors; Worsted and Silk Coach Laces; Fringes, Rosettes, Tufts, Tassels, Curtain Silks, Buckram, Seaming Cord, Japanned, Brass, Silver and Ivory Head Lining Nails, Moss, &c.

HARDWARE. Elliptic Steel Springs; Common and Patent Axles; Stump Joints; Brass and Silver Hub Bands, Dash Frames, Carriage Hinges and Handles; Carriage Knobs, Bolts and Lamps; Top Props; Curtain Frames; Apron Hooks and Rings; Turned

Collars and Washers.

WOOD WORK.

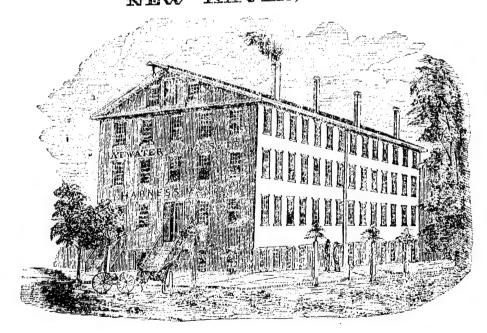
Spokes, Hubs, Bows, Felloes, Shafts, Poles, Whifile Bars, Carved Spring Bars, Turned Seat Spindles, &c.

Coach, Harness, and Trunk-Makers' Varnishes; Saddlers' Harness, and Trunk-

Makers' Goods.

BASSETT, ATWATER EL

HAVEN, CONN.



MANUFACTURERS OF AND WHOLESALE DEALERS IN

For United States and Foreign Markets. Dealers supplied on reasonable terms Aug-1857

GALBRAITH.



Silver, Glass & Electro Plater,

CARRIAGE, ENGINE & HOUSE WORK,

AND MANUFACTURER OF

COACH AND SADDLERY TRIMMINGS,

COOK'S IMPROVED CARRIAGE KNOBS

AND

SILVER FINISHING SCREWS.

COOK'S IMPROVED PLATED 4 AND 5 BOW SLAT IRONS, PATENTED JANUARY 27, 1857.

SILVER AND LEAD MOULDING, SPRING CURTAIN BARRELS,

Nos. 2 and 3 Japanned and Silver Capped Carriage Knobs, Spring Catches, Door Handles, Inside Handles, Caleche Trimmings, Card and Name Plates, Solid Head Silver and Japanned, Lining, Band and Saddle Nails, with Annealed Points; Top Props and Nuts, Joints, Rivets, Carriage Bands, from the cheapest to the very best quality; Silver Chased Rosettes and ornaments of the latest pattern, Rosette Top Props, Silver Head Dash Bolts, Shaft Tips, Pole Yokes and Hooks, Plated Dash Rods and Collars, Plated Foot Rails, Acorn Nuts and Rivets, Acorn Loop Bolts, &c.

Factory on Franklin, near Chapel Street. Warerooms, 81 State Street. "

NEW HAVEN, CONN.

Orders respectfully solicited.

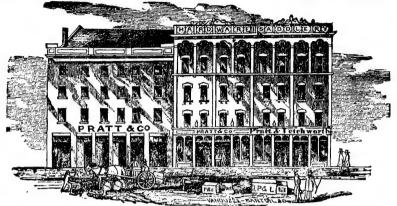
NOTICE.

Having obtained LETTERS PATENT for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27, 1857, will be liable to prosecution.

Having made Hugh Galbraith, of this city, our General Agent for the sale of said Slat Irons, a good supply, on favorable terms, can always be had at his store, No. 81 State Street, New Haven, Conn.

GEORGE COOK, Patentees. DAVID COOK, July-1857

SAMUEL F. PRATT



MANUFACTURERS, IMPORTERS, AND DEALERS IN EVERY DESCRIPTION OF

OFFICE AND SALE ROOMS, No. 34 Terrace Street,

Opposite the Western Hotel, and adjoining the Hardware Store of Messrs. Pratt & Co., June, 1857 BUFFALO, N. Y.

Oldest and Largest Establishment of the kind in the U.S.



423, 425 and 427, Main Street, Poughkeepsie, New York,

AVING purchased of Mr. Charles Pearl, his entire interest in the above establishment, we would respectfully call the attention of Dealers and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and style of Carr age Hub Band, constantly on hand. We also manufacture extensively from superior timber, well seasoned Bent Felloes, Shafts, Poles, and turned Spokes, and

Seat flounds or Spindles of every style.

Terms-Six months for approved paper, or five per cent off for Cash.

f Feb. 1857.

Hube: Hubs:: PLATT KEELER

Fairfield Co.,

MANUFACTURES—in a section of Country proverbial for producing the best qualities of timber—the very best Hubs of every variety for Carriages, &c., having a large stock of seasoned blocks of every size on hand, ready for turning to suitenstomers. Orders filled at the shortest notice and on the most reasonable terms, if a ddressed as above, by Mailor otherwise.

[May-1857.

The Greatest Improvement of the Age!

BAR'TEN'S

PATENT ANTI-RATTLING, ANTI-FRICTION

Om ma emdire New Bridge 18017. Rwill last as long as a Carriago to will h it is applied, without costing a dime for repairs,

As a trial of more than two years abundantly

Boxes containing 4 dozen setts or more, sent to any part of the United States or Canadas at \$150 per sett.

TERMS—Cash. All orders must be addressed S. D. SARVEN,

July-1857

Columbia, Team.

F. M. PERKINS & CO., MANUFACTURERS OF

Pearl, Ivory and Bone Trimmings,

FOR

CARRIAGES, RAILROAD CARS, SAD-DLES, HARNESS, &c., &c.

Metal Carriago and Harness Trimmings of all Descriptions. Also, Manufacturers of fine Pearl and Ivory Coat and Vest Buttons. WATERBURY, CONN.

July-1857

Maugatuck WHEEL COMPANY,

NAUGATUCK, CONN., MANUFACTURERS OF

HIES SPAES FILLES &

Of every description. Also, manufacturers

Ward's Spoke Turning Machine,

Universally acknowledged the best Spoke and Lathe now in use.

Orders respectfully solicited.

NELSON FULLER, July-1857 Pre ideat of the Company.

JOHN P. JUBE,

83 Bowery, N. Y.

Keeps constantly on hand a large assortment of choice

Saddlery & Coach Hardware,

Together with a well selected Stock of the most approved Manufacturer's

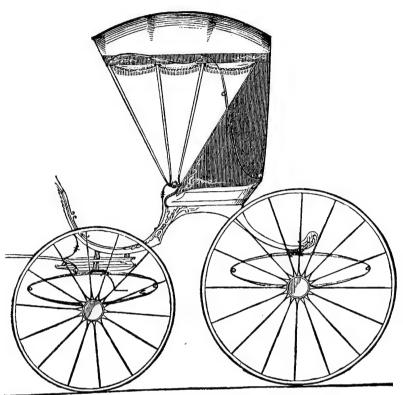
PATENT LEATHER,

Japanned Curtain Cloth, Warranted Steel Springs, Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bowes, Coach Varnish and Japan, Curled Hair, Moss, &c. [June, 1857]

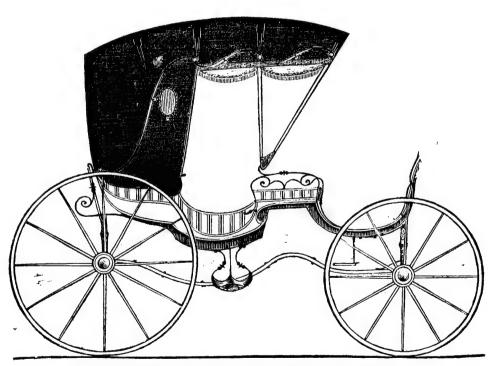
 \mathfrak{T} THE COACH-MAKERS' MAGAZINE ... PLATE NO. 5.— CRANE NECK COACH CALASH.—See Page 17. TOCOTO, SOL \$ \$\frac{1}{2} \text{2000}{2000}

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THE COACH-MAKERS' MAGAZINE---PLATE NO. 6.



NO. 6.—DOUGLAS PHÆTON.—See Page 17.



NO. 7 .- FOUR SEATED BAROUCHE. - See Page 17.

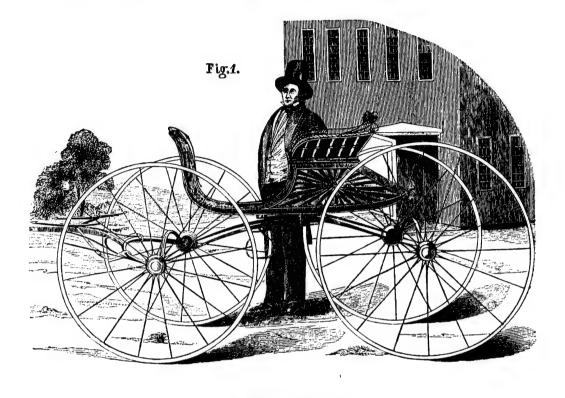
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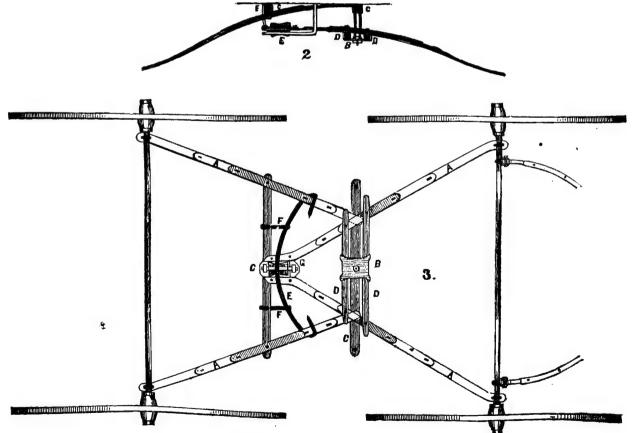
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THE COACH-MAKERS' MAGAZINE .-- PLATE NO. 7.

G. S. Manning's Carriage Gear.

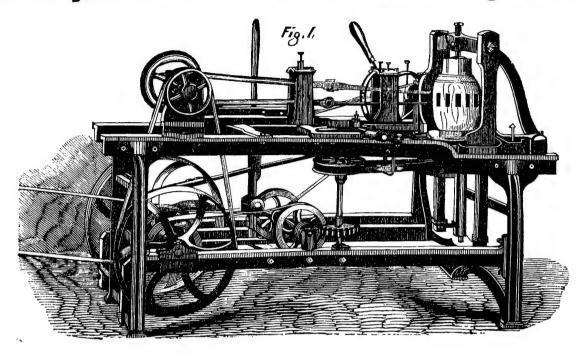




[For Explanations, see Page 17.]

THE COACH-MAKERS' MAGAZINE .-- PLATE NO. 8.

The Hayes Hub Boring and Mortising Machine.



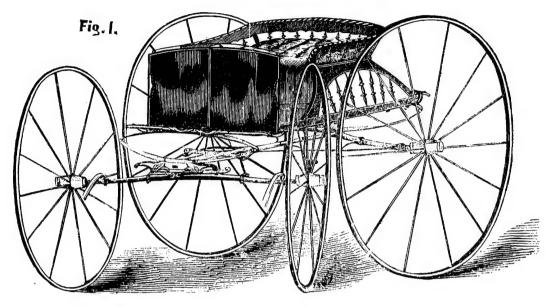


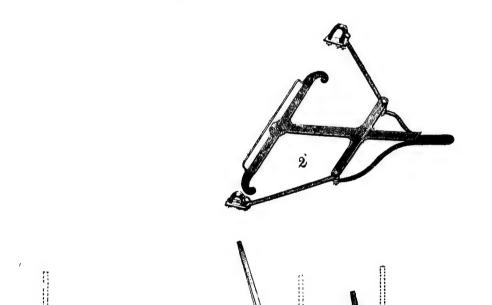
[For Explanations, see Pages 17 and 18.]

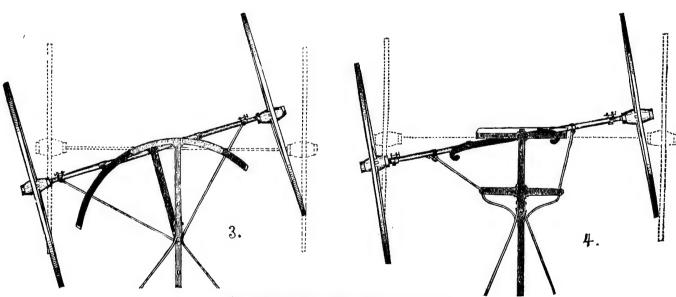
\$ 3500°

COO CO

The Chicago Coupling.







[For Explanations, see Pages 18 and 19.]

1500 SON

COCO GARA





VOL. V.-NO. 2.]

FEBRUARY, 1858.

[C. W. SALADER, Proprietor.

COMMUNICATIONS.

For the Coach-Makers' Magazine.

THE SEA.

BY BARATO AZUL.

Old time, to mark the flight of years,
Has oft his glass turned o'er,
Since last I saw the wide blue sea,
Or stood upon it's shore.
I've wandered much, and far, since then,
And gazed with 'raptured eye,
On scenes as fair as ever smiled
Beneath the arching sky.

Pve seen 'neath the sunset's rosy light—
The prairie wide and green,
With its bright hued flowers, it's wooded knolls,
A glorious, charming seene.
Pve gazed on Orazavia's peak,
Crowned with eternal snow;
And Ningara's flood as it madly plunged
Into the guif below.

Dame Nature's magic hand has decked
With beauty, each and all,
The mountain high, the prairie fair,
The rushing waterfell.
Yet, the sea so blue, has charms for me,
Charms, not found on shore;
Oh! I long to float on its heaving breast,
And breathe it's air once more.

The hunter loves the wild-wood glades,
The soldier loves the fight,
The farmer views his fields of grrin
With honest, proud delight.
Thus 'tis with all—each has its choice.
Mine—the bounding sea.
A sailor's life, it's joys and toils,
A sailor's grave for me!

For the Coach Makers' Magazine.

MY DEAR SALADEE: —Since I saw you I have been looking into the management of your "Patent Top Lifter," and can find but one objection to it; and even that is open to debate. "That pleasure that is not bought with pain, cannot be so well enjoyed as when the purchase is made by sacrifice." But, as I am not an advocate of that doctrine, I will leave it to a certain Coach Builder who objected to the use of Atkison & Manning's patent spring, on the ground that the carriage would go so easy that it would not be healthy.

I was astonished to find out recently that an idea prevails

among the faculty that there is no improvement to be made in carriage building—that it has reached the climax—and that the the present runable style is to have a shrene devoted to it—although every head may ache, and springs innumerable, in their broken fragments, fill every shop, while the unprincipled machines, with their unconquerable rattle, still pass on under the name of pleasure carriages. As I don't think it would ever pay to occupy time with such sages in order to convince them of the error of their ways—and as the vigor of "Young America" is equal to any undertaking, I will propose a few ideas on a new principle, recently brought into practical demonstration in "Atkison & Manning's Patent."

And 1st, there is in this—different from all other couplings,

And 1st, there is in this—different from all other couplings, which are rigid, and which will only suit a level surface without straining—or if there is a swivel in the coupling, the strain will be received in the body. There is in this an independant connexion with each axle, uniting in a universal joint, which gives any desirable latitude, so as to meet unequal surface without strain either to the coupling or body. While at the same time, it affords the shortest turning that can be used. And to accomplish this the simplest plan is adopted, The springs of the carriage are its own coupling, forming the braces and the neck, and making so extensive a platform, that it prevents the upseting of the carriage.

2nd. In the hanging of bodies on cross-springs, the weight is all supported at the ends. This requires great strength in the body. Or if it is hung on side-springs the whole attachment is confined to the center. But in this there are two bearing points, equally removed both from the center and the ends, and where the greatest pressure rests. And this fastening is made without any loops—simply by four bolts.

3rd. The action of the springs appear to be complete—carrying with equal facility over rough as well as smooth roads.

In looking for the principle upon which this extraordinary action is gained, I find it to be developed in the human foot, which has the most elastic and yet the most secure action of any spring that the Great Builder has introduced. And this carriage constantly stands on tiptoc to ease you from every concussion.

4th. Its strength. It is all strength in combination, like the Dutchman's house—"pilt from the ground up." Its bearing is from the extremes, which makes you feel its strength.

5th. Its appearance. Of this the public can judge. It can be made light and airy with any shaped body—or it can be hung down to the lowest extreme.

I saw one at the Illinois State Fair. It was bung high, with high arching axles. It made a beautiful appearance and attracted great attention.

I should like to see you in one with your "top lifter," and any other real improvement. Good bye.

SATIS PROTEM.

OKO COO

COO CONTRACTOR

SKETCHES BY THE WAY-SIDE .- NO. 1.

MY DEAR SUE:-Doubt'e s you think it strange, that having been "on the wing" so long a time, I have not as yet furnished you with "way-side sketches" as I promised on that delightful morning of the 4th of November, when I took my departure for the "Great West" and the far famed "sunny South;" and it is more than probable that you have privately accused me of gross negligence and a lack of interest in the "Coach-Makers' Own" for the apparent forgetfulness that manifested itself from time to time, by the non-receipt of the aforesaid "sketches." But, my dear fellow, you must, in this instance, admit of an apology, when I assure you that my time has been so fully occupied, in traveling and the transaction of pressing business, that I have not, until now, found an opportunity to fulfill my last promise. 1 also find consolation in the fact, that as you have succeeded in making the last number of the Magazine so attractive and interwrite, being on board the gallant steamer "Des Moines," en route for St. Louis, I shall endeavor to improve the opportunity, while the rain is dancing a merry hornpipe on our hurricane deck.

CHITCAGO.

For the first time in my life I have had the pleasure of seeing Chicago, the "New York" of the West—so notoriously popular for its fast men, preity women, 2:40 horses, high grades, and its million of steps. I am decidedly of the opinion of a German noble, with whom I fell into conversation while at the Matteson House, who said, "Chicago will be one tam shmart town when toy gits him done." The fact is, Chicago is but fairly commenced, and while in its present unfinished state it would hardly be prudent in me to say much about it, but I prefer to speak of "men and things" as I found them, rather than attempt a description of a place so complicated as the "Garden City."

My first care, after arriving, was to find my old friend and patron, Mr. Ellithorp, and make his acquaintance, and in which I succeeded. Through him I was introduced to a number of gentlemen, with whom I formed a very pleasant, and, I trust, agreeable acquaintance. It is but due to my friends—Col. Jos. Bell and Mr. Ellithorpe—to offer, in this connection, my acknowledgments for the many friendly and gentlemanly courtesies they extended to me while in that city, and with the assurance that should I ever have the pleasure of meeting with them in the quiet Capitol of Ohio, I will spare no pains to make the time pleasant.

QUINCY, ILLINOIS.

The 5th inst. brought me to Quiney, where I done myself the pleasure of calling upon the popular coach-makers of that city, Messrs. Hays, Woodruff & Co., to whom reference was made in a former number. I also made the agreeable acquaintance of Messrs. Weaver & Miller, who are also doing a fine business in carriage-making. It was in this shop that I saw, for the first time, one of Manning's Patent Buggies, and being struck with Columbus, living eighteen miles distant, was one of the parties who patented it. Mr. Miller very kindly offered to fit out a team and buggy, and drive over to see the Rev. inventor. We started on the road about 3 o'clock in the evening, and such roads! may it never again be my fortune to travel. We returned to Quincy next day, (Sunday) and on Monday morning I intended to take the steamer to St. Louis.

Reader, did you ever get up in the morning at the hotel—cat a hasty breakfast—hurry to the office to pay your bill and find yourself minus your pocket-book? If you should not, I have, for this was precisely my fix on that Monday morning. By some means I lost it out of my pocket while out on Sunday evening,

and did not miss it until I come to pay my bill. Fortunately, however, I was helped out of my embarrassing situation through the kindness of my newly made friends, Mr. Woodruff and Mr. Miller, who will please accept my warmest thanks for their kind manifestations on this occasion. Whether I will come in posession of the missing wallet again or not, remains to be seen. So, now I find myself on board the steamer above mentioned, bound for St. Louis. On the morning of the 9th inst., we have in sight of this proud city of the great West.

> STEAMER "FLYING CLOUD," Dec. 17th, 1857.

New that I am "afloat," with nothing to do but to contrive ome means to kill time until I arrive at Memphis, I have ample leisure to reflect over the transactions of the past week and improve the flying hours in committing them to paper.

My first acquaintance in ist. Louis was that of Mr. Fallon, of the firm of Fallon & Wright, and subsequently that of his very friendly and gentlemanly partner, Mr. Wright. Through the esting, no one could have missed the humble and unimportant kindness of Mr. Fallon, who did me the kindness to devote an seribling of its "Ex Editor." But now that I have the time to afternoon in showing me about in his carriage, I was favored with an extensive view of the city and the charming country around and about it. Eaint Louis is a grand and flourishing city, of one hundred and fifty thousand inhabitants, and, notwithstanding the "dull times" which is easting universal gloom over the country, it presents a degree of life and business activity that I have no where witnessed since my departure from home. This city has been a profitable market for the disposition of eastern carriages for a number of years, and many of the good citizens have entertained the very prevalent and erroneous idea, that if a good carriage was desired, they must apply to the eastern manufacturers for it. The spirit had gone forth, and seduced them into this fallacy by making them believe that their portion of the western world was literally destitute of competent mechanics of that particular order, and that providence had failed to bless it with as good a growth of timber as it had the old States of their fathers. So far, indeed, has this feeling prevailed, that many were induced to believe that there was absolutely no timber upon the rich and fertile soil that was in any way fit for the construction of good carriages. Hence, a great market for the sale of eastern carriages was opened at this point. But this state of things is fast disappearing, and a disposition to encourage and patronize "home manufacture" taking its place. I cannot consider the product of the prod ceive how it could be otherwise, when I come to see the productions of such factories as that of Messrs. Fallon & Wright, and Salogne & Finley. The character of the work in point of style, correct proportion, and excellency of finish, which is produced by Messrs. Fallon & Wright, secures for them the rank and title in our fraternity of a Wasson or a Rogers. Those centlemen devote their whole attention to the manufacture of the light class of vehicles.

Mr. Salogne is about completing one of the largest and most extensive coach factories in the United State, and indeed I may say the largest. The character of this worthy "brother in the trade" vies with that of our old friends, Messrs. I. & B. Bruce & Co., of Cincinnati, as his business is conducted upon the same the novelty of the thing, I inquired after the inventor, and plan—manufacturing omnibuses, coaches, carriages, &c. Add to was informed that Mr. Atkinson, a Methodist elergyman of this the superior quality of timber which is converted into spokes, hubs, felloes, shafts, wheels, &c., by Messrs. Woodburn & Scott, of that city, and it will require no prophet to predict the utter destruction of a market for foreign carriages, and that very soon.

To Mr. Fallon, and to Mr. Woodburn and his amiable little "better half" I am particularly indebted for the kind attentions and the very friendly manifestations they bestowed upon me while I sojourned among them.

It is now the 19th Dec., 11 P. M. Our steamer is skipping merrily along over the mighty waters of the lower Mississippi, bound for Memphis, which point we hope to gain by 10 A. M. Yours, truly,

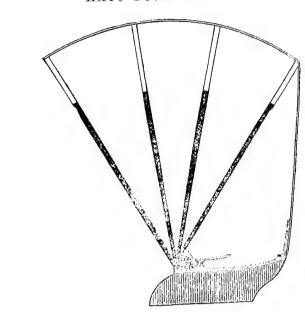
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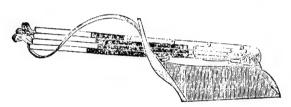
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BUSINESS DEPARTMENT.

HAYS' BUGGY TOP.





Mr. Hays, of the firm of Hays, Woodruff & Co., of Quiney Ill., is the inventor of the ingenious device shown above, for adjusting earriage tops. Instead of joints, as is usual for holding up carriage tops, their place is supplied by a circular place of iron situated upon the bow pivot, and to which the bows are fastened. The front bow being firmly secured, while the remainder is attached by means of a rivet, which serves as a hinge, which permits these bows to move independent of this plate, so that when the top is being raised, the plate moves round on the pivot till it assumes the required position where it is secured by means of a catch, which operates with a spring, and slips into a notch in the plate as is seen in the upper figure, which figure represents the top fully strained.

The lower figure shows the top thrown back, and as seen from the inside.

For further particulars, address as above.

Onto.-Under this head, in the advertising department, will be found the advertisement of Messrs. Heath & Herd, of Chicago, Ill., which gentlemen are the sole proprietors of "Lord's Patent Coupling," illustrated in this number, for the State of Ohio. We take great pleasure in referring our readers in this State to their eard, and can assure all those who are desirous of purehasing this improvement, that they will find Messrs. II. & H. honorable, straightforward, and strictly "on the square" in reach us in time for this number of the Magazine, but will apall their transactions.

THE GUARD WHEEL MACHINE.

C. H. GUARD, ORIGINAL AND SOLE INVENTOR, VENDER AND PATENTEE.



This cut shows at a glance the process of mortising the hub, and, like every other operation of this machine, is simple and effectual. The lever is attached to the machinery which governs the mortising chisel in such a manner, as by simply raising and lowering, drives the chisel into the hub. By a simple and ingenious construction of the chisel it not only enters the hub with but little resistance, but makes a smooth mortise and removes all the chips as it is withdrawn.

TOP LIFTER.

The proprietor has just secured another patent upon this important invention, dated September 1, 1857. It is now covered by two patents, in such a manner that it can never be got around or infringed upon by any other improvement of the kind. Its manifest utility is fast bringing it into notice and universal adoption by carriage makers, and others who have an opportunity of witnessing its operation. It is an attachment that no top buggy should be without. The rights have been disposed of for a large amount of territory already, although but a few weeks before the public.

W. H. Rarey, of Groveport, have the exclusive right of the State of New York, who will dispose of the same in shop and county rights.

Wm. Sanderson, of Mt. Vernon, has Knox county, Ohio. Wm. Bears, of Milan, has Eric county, Ohio.

P. Windle & Sons, Washington, has Fayette county, Ohio.

John Grant, of New Burlington, has a right. E. Bomgardner, of Bellbrooke, has Green county, Ohio.

Bigelow & Co., of Pittsburg, has Alleghany county, Penn. C. H. Stark, has Westmoreland county, Penn.

The views of the St. Louis Wheel Manufactory did not pear in our next.

COED GO

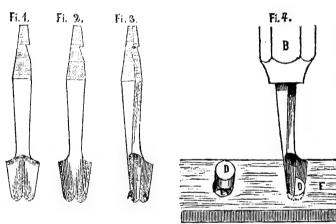


The following is the manner in which our "Flug Cutter" will be disposed of. There are hundreds of journeymen who object to the idea of being compelled to purchase these bitts at one particular place, or from one particular party. First, because the journeyman who resides at a great distance finds it inconvenient to send for them, and in case he should break one, and should want it repaired immediately, could not do so. And, in the next place, many contend that if they had one set, and should break one, they could replace it with less expense in a much shorter time than to send to head-quarters, by having the "carriage ironer" to make a substitute out of some old centre, or auger bitt. In consequence of this we shall adopt the plan given below, and then each and every man having the right can make, or cause to be made, his own bitts, after the first set.

Our prices will be as follows: For one "personal right" and one set of bitts, \$5. When three rights and bitts are taken in the same shop, \$12.

The following is the form of the deed:

SALADEE'S PLUG BITT.



KNOW ALL MEN, That I, CYRUS W. SALADEE, of Columbus, Ohio, did obtain LETTERS PATENT, of the United States, for a new and improved Plug Bitt, for the purpose of cutting out cylindrical blocks of Wood, bearing date May 23d, 1857, for the term of fourteen years.

Now this indenture witnesseed, That for and in consideration of the sum of \$5, paid to me by S. W. Seman, of Philadelphia, State of Pennsylvania, (the receipt of which is hereby acknowledged,) I do hereby sell to said Seman the right of the use of my Plug Bitt, together with one set of the same, to the full end of the term for which Letters Patent were granted, together with the privilege of making or causing to be made, the Bitts for his own personal consumption; but in no case to be allowed to make and sell, or cause the same to be done to any person whatsoever, as this right is granted for his personal use only; and which right he shall enjoy in any part of the United States.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of October, 1857.

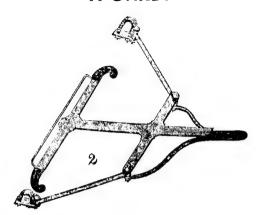
C. W. SALADEE.

Per ALEX. ARMSTRONG, Agent.

Deeds and Bitts sent in neat packages by mail to any part of the United States or Canadas, free of postage.

ters" We have just received a heavy lot of our "Plug Cutters" from the manufacturers. The set consists of three pieces—one bitt to cut † plugs; second size, † inch, and the third size, for † inch. These bitts are finished off in the most superbmanner possible, and are made by the best bitt manufacturers in this country—Messrs. Watrons & Co., Ravenna, Ohio.

A CARD.



LORD'S PATENT PERCH COUPLING

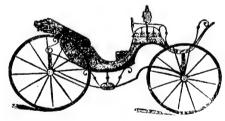
THE BEST ARTICLE IN AMERICA FOR MAKING MONEY.

I, the undersigned, Jo. W. Bell, having purchased from the inventor, W. S. Lord, of Giles County, Tennessee, the right to the whole United States for the above patent, (and having the original patent papers, together with a perfect deed duly regisiered in Washington City,) feel satisfied to guarantee to purchasers a better chance to make money than usually falls to the lot of man. I have sold some of the States, viz: Ohio, Illinois, New York, New Jersey, Connecticut, Iowa, Wisconsin, Kentucky, Tennessee, Georgia and Louisiana. The remainder of the States I have for sale on liberal terms. Those who purchased of me are making fortunes off their trades. I will take good property in exchange, at fair prices, and would be pleased to purchase a farm in New York, New Jersey, Pennsylvania, Maryland or Virginia. Address

JO. W. BELL, Chicago, Illinois.

NOTICE.

We will send the following cut to any part of the United States on the receipt of \$1, and 20 ets. in stamps to prepay postage.



It will be seen we have reduced the price of this cut. Our present facilities for stereotyping are such, that we feel justified in putting these fine engravings at this reduced rate, and thus put into the hands of every coach-maker a cheap illustration for his newspaper advertisements.

C. W. S.

CHICAGO COUPLING.

We invite the attention of our readers to fig. I on plate No. 5 in this number, of this valuable carriage coupling. It is claimed that, from the peculiar construction of this coupling, it possesses great advantages over all others now in use. Instead of one king bolt, as is usual, it has two centers of motion at a distance back of the head block on each side of the perch, thereby imparting to the carriage an elliptic or oval instead of a circular motion, which gives it the greatest facilities for short and easy turning, and at the same time from the shape and construction of the bearings, a firm basis is secured to the head block, which precludes the possibility of the carriage upsetting, a very important consideration to all those who use carriages.

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EXPLANATIONS OF THE DRAWINGS.

Plate No. 5.

NO. 5.—CRANE NECK COACH CALASH.

This carriage is remarkably well adapted for the Southern trade, as it has a richly carved and graceful boot. The idea of a detached driver's seat has been introduced at different times, but we do not remember of having seen a more simple, and at the same time ornamental combination, than that shown in our design. The body has a low panneling, throwing the nececessary height into the upper pannels, in which the secret of a fine appearance mainly rests. The windows are in Gothic style, and to be taken out when required. Care should be bestowed on the tasteful design of the side leaf at the front end of the body. The color should be bronze blue, and gear striped delicate with light brown and rose color. Trimming—French cotelane, and curtains matching silk.

Plate No. 6.

NO. 6.-DOUGLAS PHÆTON.

A very light and elegant vehicle. A stick seat would look as well instead of pannel seat, which is however subject to the fancy of the builder. The body part under the seat should be deep enough to admit of a half inch edge plate. This body painted Napoleon blue, striped with orange, and the carriage painted orange, lined with black and light blue, with trimmings to match, gives it a rich and beautiful appearance.

NO. 7 - FOUR SEATED BAROUCHE.

As a new feature in this carriage, might be mentioned the peculiar shape of the front seat rail, in combination with the handle. The top is of a full pattern, with a small oval light between the two first bows of the hind seat. The color is olive green with black and light green perpendicular stripes, as represented. Gear—olive green, edged with black.

Plate No. 7.

G. S. MANNING'S CARRIAGE GEAR.

It gives us pleasure to be able in this number of the Magazine, to give an illustration of this beautiful invention. By an examination of this illustration, it will be seen that this ingenious combination secures many and valuable points never before obtained in one and the same vehicle. Among the advantages this gearing possesses, may be mentioned, first, that of short turning, a very important consideration, and one which will hardly fail to be appreciated by all makers and purchasers of carriages. Second, its combination of elasticity, strength and durability. Third, its susceptibility of being hung high or low. Fourth, its security against the strain coming on the body. Fifth, its light and elegant appearance, beside many others, which might be mentioned, but will not fail to be discovered by the practiced eye of the mechanic.

Fig. 1 is a full view of the carriage exhibited by the inventor.

Fig. 2 is a vertical section.

Fig. 3 is a plain view, seen from below.

A A A A represent the four cross springs, coupled to spring

bars C C and D D, and fastened to the axle by a clip. The front springs are attached to a roller frame, D, which holds a roller sliding on the segment iron, E, and forming the fifth wheel. The ends of the segment are raised to the rocker, and are bolted close to the edge of the same; two small stays, F F, support the segment as in fig.'s 2 and 3. Plate B, which fastens to the small spring bars, D D, receives the king bolt, and has four legs, which are bent round the small spring bars; the space between the main bar and front spring is about four inches, which allows the hind spring to play freely. (See fig. 2.) Hind springs, A A, spring bars, C C, and segment iron E, are firmly connected with the body. Again, front springs, A A, small bars, D D, with plate B and king bolt, performing the turning operation, and as in this case the sliding is changed into a rolling motion, the resistance is diminished by these means considerable, and ease and smoothness afforded. The peculiar attachment and ample raising of the springs cannot fail to result in the highest degree of elasticity and durability.

For further information in regard to the above carriage gear, we refer our readers to G. S. Manning, Springfield, Ill., who, we believe, is sole proprietor and patentee.

Plate No. 8.

THE HAYES HUB BORING AND MORTISING MACHINE.

It is our good fortune in this number of the Magazine, to present our readers with an illustration of the "Hayes Hub Boring Machine." While at Quiney, Ill., on the 4th of last month, we done ourself the pleasure of calling upon the extensive carriagemakers, Messrs. Hayes, Woodruff & Co., and "scraping an acquaintance" with them. These gentlemen have now the most elegant and complete carriage factory west of the mountains. The style and finish of their vehicles manifests a degree of originality and neatness in the execution of the work that none but the most scientific and practical men can claim.

But the one thing that interested us most, was the inspection of that ingenious piece of mechanism—devised by Mr. Henry Hayes—the "Hub Boring and Mortising Machine." We have never, as yet, had the pleasure of seeing a machine of any kind which embraces such an unlimited degree of novelty as this invention of Mr. Hayes. The amount and quality of work that is performed by one of these machines is almost incredible, when we are informed that one buggy hub after another is bored and mortised in the short space of one and a half minutes. But as we saw the machine at work, we know that this is no exaggeration, but, on the centrary, strictly true. There is probably no machine in the world that can perform the same amount of labor in the same length of time as this. There is nothing strange in this assertion, when we come to consider the manner in which it is operated.

Mr. Hayes has manufactured two sizes of this machine. The largest is intended expressly for heavy hubs, such as are used for wagons carts, &c. The smaller one is adapted for all sizes of buggy and carriage hubs.

Fig. 1 represents the large machine in the act of mortising.

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of boring. The reader will observe that this part of the work It has only to be seen to be appreciated and patronized. is accomplished by the use of two chisels at the same time, and here lies the mystery of the great speed with which this machine the following article from the "Chicago Daily Press," of last performs its work. In place of only one chisel, there are two month: at work in the same mortise, and they move with such velocity that the hole is completed and the chips all drawn out in about Coupling for Carriages -It is a well established fact, that the same time that a hole can be made with the auger bitt. The "register" is particularly worthy of note, as the hub does not require to have a mark or line when it goes into the machine; not even the lines usually put on the hub to indicate the position of the face of the spokes, and the chisels are so adjusted that the mortises are as near alike in every respect, as bullets from the same mould. We saw both light and heavy hubs mortised, the latter being intended for large two horse wagons, and it performed its work equally well in either case.

We find the inventor, Mr. Hayes, "an old father in our fraternity," one who has conducted the manufacture of carriages for a great number of years, and now in the "evening of life" ventor.

What disposition will be made of this improvement we are not as yet advised, but we think that a factory will be established in Quincy, Ill., where the machines can be purchased, with the right to use, &c. Due notice of this will be given through the Magazine. Mr. H. has two of the small sized machines completed and ready for work, and which he proposes to send to any party that are in want of one, and give them the liberty to set up the same and use it until they are satisfied that it will perform as represented, before they obligate themselves to pay for it.

Mr. Hayes is also the inventor of a very ingenious device for a cheap construction of carriage tops, which is also illustrated in this number. The object of this invention is to obviate the use of all the joints usually applied. We think this is well adapted for a cheap class of work. It saves about \$19 in the construction of each top,

For further particulars address HENRY HAYES, Quincy, Ill.

Plate No. 3.

THE CHICAGO COUPLING.

We are happy to state that after having visited Chicago, "The City of Steps," we are enabled to enlighten a host of our readers who have taken the trouble to write us concerning the of Mr. Bell, and are now having the couplings manufactured at Lord, of Pulaski, Tenn., in October, 1856, and after having seen it in practical operation while at Chicago, we have not the least hesitancy in recommending it to the craft as most emphatically the best coupling ever introduced to our notice. The imperfections which have developed themselves in the use of "Everett's Coupling," and indeed all others that we have ever seen, are entirely obviated in the application of this improvement of Mr. years, and must go into generaluse. Lord's. So well satisfied are we of this fact, that we feel certain no person owning a vehicle will ever permit any other couppling than this to be applied after they understand the advan-

Fig. 2 is a view of the small one as it appears when in the act tage it possesses over that of any other construction now in use.

We cannot express our opinion in any better way than to copy

NEW AND VALUABLE INVENTION—LORD'S PATENT PERCH out of the thousands of patent granted in this country, not one in a hundred reimburses the inventor or proves to be useful to the public; yet there are a few that are not only useful and beneficial, but profitable to the inventor. We were forcibly reminded of this a short time since, when we noticed Lord's Coupling attached to a buggy, and after examining it with much care, and reflecting upon its utility and adaptibility to pleasure carriages, as well as others, we fell free to acknowledge that nothing has been produced of late that equals it. Why this invention has not been produced before is to us a matter of wonderment. It is one of the simplest things imaginable, (and in its simplicity consists much of its value) and carries out fully the idea of the inventor.

With the ordinary coupling heretofore used, a buggy, for instance, may be turned around, the inside wheel describing a circle of from 15 to 22 feet. With "Lord's Coupling" attached, his natural genius has rendered him eminently useful as an in- the same buggy or carriage will describe a circle of about 2 to 3 feet, rendering it perfectly easy ond safe to turn in an ordinary alley, lane, or bridge, without fear of any accident.

Another decided advantage over anything of the kind we have ever seen, is the fact, that it is next to impossible to upset a carriage by short-turning; neither is the body of the vehicle lifted or otherwise interfered with in turning. All this is effected by the simplest thing imaginable—one that almost any blacksmith can make and put on in a few hours, with little expense.

Another advantage we observed was, that there is no side or lateral motion, which is the case in ordinary buggies, caused by the motion of the horse, all of which is overcome by the relief combined in the simple hinges of the coupling. What would seem strange to one who has not thoroughly examined it, is, that the head block or front end of the perch, never leaves the axletree, but always rests upon it—thus enabling a horse to do much more service with far less fatigue, than is possible with the old couplings now in use.

But, after all this, those interested in such inventions, and wishing to understand their practical workings, must give them a personal inspection. To test this new coupling, is, in our opinion, to give it patronage.

There have been several put on buggies in this city, and all we have seen express their perfect delight with it, and say they would not use a buggy without it, even though the extra cost was fifty dollars, and some say more.

We are informed that W. S. Lord, Esq., the patentee, has sold to Jo. W. Bell, Esq., of this city, the right of the whole United States. Mr. Bell has sold the right of several States, and the purchasers are making handsome fortunes out of it. H. "Chicago Coupling." This improvement was patented by Mr. the earriage factory of A. C. Ellithorpe, corner of Randolph and Morgan streets, Mr. Ellithorpe is a practical mechanic, and purchased of Mr. Bell a large interest in this new invention, and was the first man to test it in Chicago; and bring it before the public. It is said his fortune is sure to come from it.

Mr. Bell has many of the States yet for sale, and is a liberal man in his dealings, and we have no hesitation in recommending to those wishing to engage in a speculation with fair prospects, that "Lord's Coupling" promises the most we have seen in many

We had the pleasure of riding in a carriage which had this coupling applied, and from its perfect mode of operating under all circumstances, and in every position the vehicle may be

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that is claimed for it.

Fig. 1 is a side elevation, showing the "Lord Coupling" applied.

Fig. 2 is a top view, which, at a glance, imparts a correct idea of its construction and mode of application.

Fig. 3 is a top view of a carriage part, (the dotted lines representing the bottom of the body), with Everett's or Hausskneeht's Coupling opplied, showing how the front extremity of the perch is thrown off of the centre of the forward axle, and the extent of its "turning capacities" are likewise illustrated.

Fig. 4 is a view of the same carriage part, with "Lord's Coupling" applied. It will be observed that in this case, as asserted in the article above quoted, the head block does not leave the axle when in the act of turning, as in fig. 3. It will also be noticed, that fig. 4 is capable of turning in a much shorter space (the connection the same distance back of the front axle as in fig. 3), and, at the same time, it does not, in the slightest degree, increase its liabilities to npset, and what is more, it will be seen that in fig. 4 there is not that amount of strain thrown upon the front wheel when it comes in contact with the body, as represented by fig. 3, and which, by the way, is a very desirable advantage it possesses over that of any other coupling. In short, we would say to all of our friends who have thought of purchasing a patent coupling, to negotiate, by all means, for the "Chicago Coupling." Persons buying this coupling, may rest assured of two very important things. One is, that they will get the best device for short turning that ever has been discovered, and the next thing is, they will never be expected to pay for the right of this coupling twice or three times over, in order to avoid a law suit, as has, in many instances, been the ease in the Reverett or Haussknecht couplings.

The right of this patent is in the hands of several parties, who will dispose of it in shop and country rights. For further particulars see notices in the advertising department of this number.

THE GUARD WHEEL MACHINE.

It always gives us pleasure to recommend a good thing, and especially a mechanical invention. And that the above named machine is a good thing, there can be no manner of doubt. Aside from the very many high recommendations it has received from practical mechanics-who have not only seen it used, but operated with it themselves-its construction, combination, and the fitness of its several parts for the various operations required for the perfect completion of the whole wheel, cannot fail to convince any one-and especially a wheel-maker-of its superior practical utility. It is simple in its construction, small and compact, occupying but little room, yet strong and durable, and possessing all the requisite facilities for performing every variety of labor of the wheel from the bare hub as it comes from the lathe, to delivering it into the hands of the ironer to receive the tire, including even the boxing of the hub, and that too with the dispatch, as well as nicety and precision, which no hand labor can perform. The following testimony, which we draw from relia-

thrown, we most cheerfully testify to the truth and reality of all ble sources, fully illustrates the superiority of this invention over any other combination of machines for the performance of the same work.

From the (Dubuque, Iowa,) Northwest.

EXCELLENT MACHINE.—We were invited yesterday to the wagon shop of Messrs. Newan & Cooper, corner of Locust and Second streets, to witness the operation of a new machine for making wagon and carriage wheels. We must say, although we are no wagon-maker, it was easy for us to see that the labor of putting wheels together is greatly simplified by this compact and ingenious invention. It occupies a space of three to five feet, and three feet in height, and is a model of what Yankee ingenuity can accomplish when directed to the simplest objects. After centering the hub in the machine, the operator bored and mortised it, drove the spokes and tenoned them, all being done in the space of twenty minutes, and without removing the hub from its position. This is telegraphic speed compared with the time ordinarily taken to do the same work, and no hard labor can compare with the uniform regularity of that done with this machine.

The mortisling chisel used is a curiosity in itself, for although made of but one piece of steel, it withdraws every shaving made by it, from the mortise. The invention appears to us to be practical, simple, and perfect; so simple that we deem ourself able to put a wheel together after having seen it work once.

Salem, Ohio, Nov. 2nd, 1857.

I have had one of C. II. Guard's wheel machines in operation in my shop for six mon hs past. It has been fairly tested, and proves to be a very valuable article; doing its work rapidly and in the best manner, in uring good fits and tight work. I believe it to be the best hand wheel machine in existence, and cheerfully recommend it to Carriage and Wagon-Makers.

DĂVID WOODRUFF.

In the capacity of wheel-maker for Mr. D. Woodruff, I have worked his machine, and cheerfully testify to its worth, and recommend it to all who have wheels to make. I have bered, mortised, and drove fourteen spokes in a hub inside of 15 minutes, and the work will bear the closest scrutiny

CHAS. STRATTON.

Troy, Dec. 8th, 1857.

MR. SALATEE-Dear Sir:-I have had one of the Guard Wheel Machines in operation in my shop since last February. It occupies a very small amount of room, and being so simple and firmly constructed, will enable the operator to put the wheel together without changing the location of the hub, as it is operated with such ease, perfection and rapidity. I can safely say that it is the greatest labor-saying machine in use, and no money would tempt me to be without one of them. My workmen have bored and mortised one sett of hubs, drove the spokes, bored the tenons on the spokes, bored the rims, and put them on in one hour and fifty-five minutes, and I think it can be done inside of that time. I have thoroughly tested this machine, having made over one hundred and fifty setts of wheels with it, and have only damaged it to the extent of breaking one auger, and so accurate is the principle on which it works, it does not allow of a fraction difference in the mortises, and a boy twelve years old can work it if he understands the principle, which almost any one can learn in one day. I think that one of them would pay for itself in one year in almost any ordinary

For further evidence of its great utility, I would respectfully invite all Coach-Makers that can, to call at my factory in Troy, and see it work for themselves, it being in operation almost any day of the week. The machine I am using is a hand-power.

Yours, respectfully, E. CHAMBERLIN, Coach-Maker, Troy, N. Y.

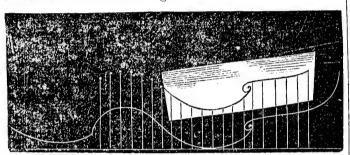
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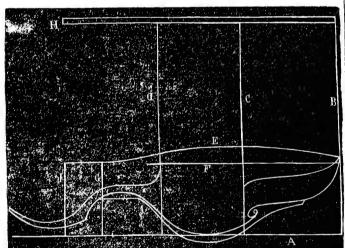


FRENCH RULE.

We left our last lesson at the finishing of the side elevation patterns for the body, or in other words the designing of the shape of the bottom side on a board. The shortest and surest way to excente this, consists in laying a thin board in an appropricte height, my 10 inches above the lowest part of the body, which we divide into spaces of 2 inches the whole length through, and drawing perpendicular lines of exactly 10 inches length. Next we draw a line which, touc' es each top point of our parallel lines, and obtain, therefore, an exact representation of our sweep line. For the better understanding of this process we refer our readers to the following cut.



We cut, then, all the wood beneath the sweep line away, and correct all difference in laying the pattern directly on the draft board, until it corresponds exactly with the original. In the same manner we obtain all the other sweeps for the side elevation.



The reader will now suppose to have the side elevation correctly drawn and all lines, by which he obtained the same, sponged out; we will therefore introduce lines J F G II, which represent the width of the body at each point. We decide first, what width we wish to give the body from outside to outside at the widest point, which we will set down 3 feet 10 inch. Next take the pattern of your kant rail, and lay it on your side elevation, as represented in line E, so that it crosses line C 23 inches from base line A, which gives the exact half of the width of the body, taking base line A as the centre. Then we lay the back ent of the pattern exactly on line B and pierce a brad awl through it exactly on line C, so that we can move either end of the pattern

without changing its resting point. We find next, how much we want the body contracted across the front or line G and touch the out edge of the pattern at this point. We want in our ease the front and proceed in this, our second lesson, to the working of the to contract 5 inches, which gives us 3 feet 4 inches for the whole, or 29 inches for half the width. After slipping down the pattern to line G, so that it measures 20 inches from base line, we have obtained the extreme width of the body from one end to another, as represented by line E. Next we ascertain how far we want the top to extend over the front seat, and draw line J. We next introduce line F, which (from a top view) represents the inside of the bottom, or sill, to which the rocker is afterwards attached.

[TO BE CONTINUED.]

OUR PROSPECTS.

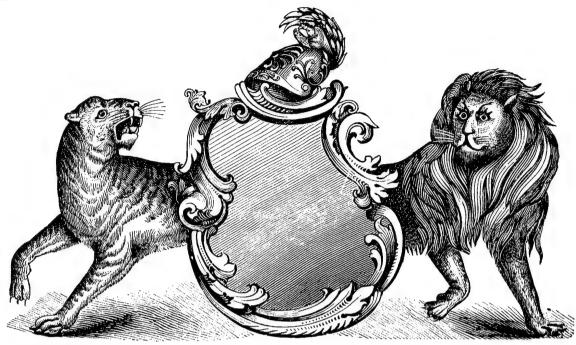
Although we know no reason why the financial embarraesments which have operated so injuriously to every other branch of business and every other enterprise, should not have been equally injurious to us and our enterprise, yet we are most happy in being able to state, that notwithstanding these embarrassments, added, as they were, to others which it was our fortune to meet with, our publication is in the most prosperous situation, and promises a most brilliant future. Our books show more new subscribers on the first of February, than at the same time any previous year since the commencement of the Magazine, and although the terms of most of our subscribers expired on the first of January, we have already nearly reached our original number; and if the names continue to come in as they have for the last twenty days, we will add a third or half to our original list before the usual time of hardly making a beginning, which is usually not till along in May, or after spring trade revives and gives encouragement to those engaged in the business of carriage-making. And, what is best of all, although we gave four months time on all clubs, but comparatively few have taken advantage of this offer, but in most cases have sent their money with their names, thus showing their high appreciation of the value of the Magazine to them, as well as an honest pride in sustaining a publication devoted to their interest. For this they have our most hearty thanks, with the assurance that their generous co operation shall be duly reciprocated on our part, by using every means to make the Magazine attractive and useful; and we flatter ourself that our facilities are becoming such as will hardly fail to make it a first class publication. Again, our advertising department was never as profitably filled-we have a much larger list of heavy advertisements than our pages ever showed before, all of which we attribute to the fact that all those who are interested directly or indirectly in the carriage business, are beginning to appreciate the value and importance of such a medium to place them right before the public, and give tone and dignity to their calling.

We call the attention of Carriage-Makers and Livery men to the ad vertisement, in this number, of the "Southern Harness Manufactory," located at Memphis, Tenn. The proprietor, Mr. W. P. Lewis, is a gentleman thoroughly conversant with the business, and, under his supervision, some of the finest specimens of harness are turned out at this establishment.

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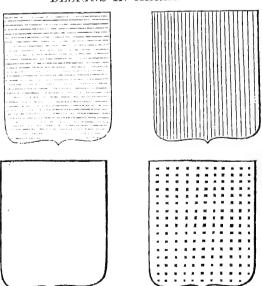


DESIGN FOR ORNAMENT.

BY O. RODIER.

Description of cut.—Shield, white ground; Scroll, gilded and shaded with asphaltum; Crest and American Helmet, gold and shaded as Scroll; Supporter on the dexter side, a lion gardent; on the sinister side, a tiger; the same to be painted to represent Nature. We have left the field blank to be filled according to taste. The Supporters can likewise be changed to suit taste and circumstances.

DESIGNS IN HERALDING.



The above engravings represent signs in heraldry—each one designating a particular color. The hortzontal lines represent blue; perpendicular lines, red; plain field, white; dotted field gold. In the same manner lines drawn diamonding would represent green, and checkered, black.

For the Conch-Makers' Magazine.

MR. SALADEE-

Ser: Please to give me a small space in your valuable Magazine, to ask coach-painters their reasons why a great many of them prefer using English Varnish to American. For my part, I have used both for a great many years, and I must say that I prefer good American Varnish to the bad stuff which isimported from England, called Noble & Hoar's London Varnish, and for which they have to pay almost double the price. I know of several establishments which have given up the use of English, and hope that the rest will follow suit. We have better materials, and as good Varnish-makers in this country as ever England produced—and why not use our own manufacturers' article in preference to that imported?

However, I will wait for an answer from those painters who

However, I will wait for an answer from those painters who are so fond of using imported varnishes, before I give my reasons for using American varnishes. In the mean time, I will tell my friends—procure good American varnish, pay 4 dollars a gallon, for you cannot get anything good for less, set tregulive aside, and you will find that you can do better work with American varnish than with English. Yours,

OLIVER RODIER.

OILS.

The following, in reference to Oils, from the "Painters' Companion," will be found of practical importance to the coachpainter, as giving the nature of the different oils in use, and the proper mode of preparation for the different uses for which they are employed.—Ed.

Oil of Spike was formerly much more in use than it is at present. It is a volatile oil, and has the advantage of drying more speedily than any of the fat oils; it is also free from any offensive odour. It is, however, generally in a very impure state; and of this painters are so thoroughly convinced, that they have pretty generally renounced it. In all preparations for varnishes, where it is directed to be employed, oil of turpentine, which is much cheaper, can be substituted without any other inconvenience than what may arise from its stronger smell.

Oil of Lavender is principally used by enamellers, to whom it is particularly valuable, from its consistency being such as to prevent the colors that are mixed with it from running. Its

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property of drying more equally and gradually than perhaps any other oil, renders it also of service to the varnisher.

Oil of Poppies has one advantage possessed by no other—that of being perfectly colorless. For this reason, a decided preference is given to it for delicate kinds of painting. Being, however, extremely fat, it is liable, unless very old, to the objection

of being insufferably tedious in drying.

Nut Oil and Linseed Oil, both in very general use, rank among the fat oils. Their fatness, indeed, is so great, that it is mostly found necessary, before employing them in coloring, to give them a drying quality, which may be done in the following manner :- Take three parts of white vitriol, and twelve parts of litharge, and let them be reduced to as fine a powder as possible; then mix them with thirty-two parts of nut or linseed oil, and place the mixture over a fire just brisk enough to keep the oil slightly boiling. Let it continue to boil until the oil entirely ceases to throw up any seum. Then take the vessel off the fire, and let it stand in a cool place for about three hours, and a sediment, which contains the fattening part of the oil, will be formed at the bottom. Pour off the oil which is above, (being careful not to let any of the sediment mix with it) into wide mouthed bottles. Let it remain a sufficient time to clear itself perfectly, before it is used, and you will find it possessed of the proper dry-

Sometimes, when the fire is not kept pretty equal while the boiling is going on, the color of the oil is affected, so as to render it unfit for delicate painting. To avoid this, some persons tic up the litharge and vitriol, when powdered, in a bag; but, in this ease, the quantity of litharge must be doubled. The bag must also be suspended by a piece of packthread to a stick made to rest upon the edge of the vessel, so as to keep the bag at the distance of an inch from the bottom. This method, too, is slower than that of boiling the drying material along with the

The process used for giving a drying quality to nut and lin-seed oil will not do for oil of poppies, which would thereby be deprived of its colorless property, the most valuable one which

Many painters consider it a matter of indifference whether nut or linseed oil be employed in coloring, and therefore, for the sake of cheapness, give the preference to the latter. But they labour under a mistake; for these two oils should, by no means, be used indiscriminately. In painting which is allowed to be coarse, or which is sheltered from the effects of the rain and sun, linseed oil will answer the purpose. But where any nicety is required in coloring, in situations exposed to the weather, nut oil only is proper; as it nourishes and develops the color; whereas linseed oil dissipates and destroys it, and obliges the work to be done afresh in a short time. In painting exposed to weather, persons aware of the impropriety of using linseed oil, are sometimes induced to mix a portion of oil of turpentine with nut oil, to save cost; but this mixiure has almost as injurious an effect in whitening color which is exposed to the sun, as pure linseed oil.

I have before said that linseed oil will serve for painting that is not exposed to the rain and sun. This is not, however, the case when a pure white is wanted, for linseed oil has the effect of turning the white lead yellow, and any oil should therefore be employed. If this is considered too expensive, one part of turpentine, at least, ought to be mixed with two parts of linseed

Oil of Turpentine is more used than any of the preceding oils; the varnisher, indeed, searcely employs any other. There is a great difference in the quality. The inferior kinds, though they may serve for mixing coarse and common colors, can never be used with good effect in varnish. The best description is that which is the lightest and least colored. A simple method of trying its degree of goodness is with the best spirits of wine, which will take up about one third part of the weight of the inferior sort of oil, and only about a seventh or eight part of the best kinds.

Fat Oils are often mixed with the oil of turpentine, as well as with other volatile oils—a mixture particularly hurtful in the case of varnishes. There is a remarkable distinction, however, between the two, by which such adulterations may be always readily detected. Both sorts of oils stain paper, -but a stain from a volatile oil may be easily removed by heat, while one from fixed oils remains almost indelible. Thus, if a drop of common oil be thrown on paper, and held near a fire, a part flies off; but, before the whole of it can be dissipated, the paper is destroyed.—
If, on the contrary, a few drops of turpentine (or any other volatile oil) be thrown on paper and treated in the same way, the stain disappears without the texture of the paper being in the smalle t degree injured. And if paper be stained with an oil compounded partly of a volatile and partly of a fat oil, that portion only which is volatile will evaporate on exposure to heat, while the other will remain.

It is owing to the property just mentioned, that volatile oils are sometimes employed to make transparent paper for copying

For this purpose, the paper is besmeared with pure volatile oil of turpentine, and dried for a short time, by exposure to air; it is then put on the drawing, the traces of which are distinctly seen through it. After taking off the copy by a pencil, the oil

is easily expelled by holding the paper near the fire.

Drying Oils, which are composed of particular substances mixed with some of the oils before mentioned, are useful for several purposes. They are most valuable when so manufactured as to be colorless. They are much used in preparing varnishes; and, in oil painting, are not unfrequently employed as a varnish, either alone or diluted with a little oil of turpentine. Drying oil is easily procured at the shops; but if you wish to make it yourself, one of the best methods is to take a pound of nut or linseed oil, (according as it is intended for inside or outside work,) to which a drying quality has been given by the method before mentioned; dissolve it in five ounces of rosen by means of a gentle heat: when this is done, add to it rather more than half an ounce of turpentine; let the composition rest till a sediment is formed and is quite cool; then pour it, free from any part of the sediment, into proper vessels, and make use of it while fresh. If at any time it should become too thick, you may dilute it with a little oil of tarpentine.

Some painters of ornaments, and coach-painters, instead of using drying oils, content themselves with adding white vitriol in mixing their colors. This method is bad; the salt of the vitriol will not unite with the oil, and the painting, in consequence, becomes mealy, and sometimes cracks.

It has been recently discovered, that when a solution of yellow soap is added to red, yellow, and black paints, when ground in oil, before they are casked up, they acquire no improper hardinger, and days remarkable for the same and diness, and dry remarkably fast when laid on with the brush, without having recourse to any of the usual drying expedient.

Pilchard Oil, which possesses more greasy matter than any other fish oil, has been used in Cornwall for the last fifty years, to great advantage, in coarse painting. The proparation is said, by a correspondent in the Mechanics' Magazine, (vol. vi., page 471,) to be made in the following manner: Put the oil into a clean iron pot, and place it over a slow fire, (wood is best,) to prevent it from burning; when it begins to heat, skim it well; let it remain on the fire till it singes a feather put therein. For every gallon of oil, add a small table spoonful of red litharge. Stir them together well for ahout three minutes; then take the pot off the fire, and let the mixture cool in the open air, after which it is fit for use. It is said to dry quickly, to incorporate well with any coloured paint on wood or iron, to have all the appearance of varnish, and to be extremely durable.

THOSE CHARTS.

Our chart paper having run out, we were obliged to suffer some delay in filling orders for charts—but we will have a supply in a few days, when all orders will be filled forthwith.

COO CO



MAGAZINE. COACH-MAKERS' THE

The Young Iradesman's Column.

Young tradesmen-may good luck attend you; may the advancing year as it rolls along, ever find you in the full enjoyment of peace, prosperity and happiness; may the fruits of civilization, the blessings which flow from industry, education and refinement, be dispensed to you with a liberal hand. But let it be remembered that in order that these fruits may be supplied in abundance, we ourselves should encourage their growth and production; prepare the ground and deposit the seed with our own hands as well as labor to dress the soil and nourish the vine on which they grow. May we hope, then, as we meet you from time to time through our journal, to find you prepared; ready with your harness on to engage in the good work of improvement; aiding the cause of human progress in every element in which you chance to move. Yes; we hope you will be found ever ready to pull or push along any and every enterprise which may tend to promote the happiness of your fellow, and increase the prosperity of the world. When the load moves the heaviest, press the collar the hardest. Hold the reins firm and keep the traces straight over these hard roads. Use the lash freely when perseverance is necessary, and while you give the bit to benevolent enterprises, put the check upon extravagant expenditures, and sit firm in the breeching when temptations press heavily upon you. By all means we say, if you would be prosperous—if you would be happy-keep out of debt. It is unwise to have your peace and happiness destroyed by bills you cannot pay, as it is unprofitable to swell their amounts by officers' fees and high rates of interest. As ours is an illustrated journal, permit us to illustrate our subject by a life portrait:

Five years ago, two mechanics of the same branch of business entered a large establishment as journeymen, and as both were good workmen and industrious, they procured fair wages and steady employment. Time passed on, while these men labored faithfully for their employers, and in return received their money regularly at stated intervals. In the meantime their families enjoyed cheerful homes with liberal means to supply the comforts of life. But when the financial revulsion came, these arrangements were in a manner broken up. Business became depressed, and their employers found it necessary to curtail their operations; consequently, the hands in the establishment were reduced to "half time," and of course a corresponding amount of pay. Now, as the circumstances of these two men thus for had been identical, it would be natural to infer that they would be alike affected by any reverses. But not so; for although their paths had thus far run parallel, they began now rapidly to diverge; in fact, to lead in opposite directions. The one having learned to practice economy, had so husbanded his means as to manage with his surplus earnings to live in a snug little house of his own, in which his family enjoyed the quiets of home around their own bright fireside, and himself-by living ront free, with no debts to pay, and a little sum laid by for a 'rainy day'-could perform his labor joyfully, and with good cheer, and give up the remaining hours to the enjoyment of his family, and to consult his books and papers, which caused him to be happier, and, in fact

better off for the revulsion which threw him partially out of employ.

The other had never learned economy, but with a blind eye ever turned to the future, he had been imprudent in his expenditures and lived beyond his means. When times were good and labor in demand, instead of laying up something to help himself with should a reverse come, he had not only expended all his earnings, but had contracted debts to be paid when money was scarce, and labor in little demand. His hours were therefore embittered with harassing duns for bills he had no means to pay. His working hours were toiled out in gloomy despondency, while his spare time was filled up in making unpleasant shift to meet immediate and pressing demands, and thus carrying anxiety, trouble and care into the family circle, where there should be only peace, contentment, and happiness.

This picture, although an individual portrait, possesses features characteristic of the whole community. The same outlines, with a slight alteration in filling up, a little change in colors, and modification in shading will portray all classes. Therefore you have but to "look upon this picture and then on that," and choose between them.

Young tradesmen, we have the pleasure in this number of the Magazine, of introducing to you our worthy friend and contributor, H. R. Naylor, who will discourse to you upon topics of the highest importance to your present good and future welfare. We hope and believe that his sincerity of purpose will command your respect, and his kind words of advice and admonition will find favor with you and be deeply impressed upon your minds. We doubt not that you will feel greatly obliged to this gentleman-as we most certainly do-for the lively interest he takes in your happiness and prosperity, and through you the happiness and prosperity of the world.—ED.

Boys, listen a few moments while we sit down here in this copy-work of the Coach-Makers' Magazine, which the editor, whose motto at the head of his table is—"Excelsoir," has provided for us-and I (who was one of the boys once) will say a few words, hoping they may be for your benefit: and should you turn away with the epithet "fogy," dropping from your impulsive lip, my estimate of your true character is too high to think that you mean it at your heart.

Are you aware of how much consequence you are to the world? Did you ever think that on you rests the responsibility of a great deal of happiness or misery to yourselves and many others? that in a few short years you will be called upon to act your parts in governing yourselves and your country; and that soon the fate of that country will be in your hands; that it will be for you to do honor or dishonor to an institution whose motto is—"Progress and Improvement?"

"Such is indeed your true position;" and it behaves you to thoroughly prepare yourselves, so that when these responsibilities do come, you may be found fully qualified, and in the full sense of the word, "ready."

The summer of youth is fraught with danger, by temptation, precept, and example; and 'tis at this time that impressions are made on the mind, detrimental to all upright principles and true respectability; impressions that years of the most servile training can hardly erase. It is all this time, too, that principles for good may be implanted which no earthly power can corrupt, nor all the wiles of the cvil one, himself, eradicate.

"Early Impressions are lasting." Have you forgot the hap-

A DESON



py, loving, laughing scenes of your childhood: the mild and watchful eye of an almost sainted mother, whose every wish and prayer was for her darling boy? Reader, are not these impressions fresh in your memory? if they are, nourish them fondly, for they are finger-posts by your wayside, directing you to good and holy desires, to high and lofty purposes. Do not put off then, but now, before your inward monitor becomes seared, and your inate sense ef right and wrong becomes poisoned by association. Take your position for your own well-doing and well-being. Make your mark high, far above all grovelling, paltry, bogus pleasures, so common at the present time; fix it where the Good, the Great, and the Wise now are. Nay, think it not presumption to soar to that lofty eminence the Best, the Greatest, and the Wisest have reached; and if at first, your step slow, let that step be firm. Though your pathway be intricate, waver not; though many oppose you, heed them not, for a few short steps will out-distance them; though the darkness of night should overtake you, let determination light you on your way, remembering that 'tis darkest just before the day.

Remember, that every day you take one step onward or backward, that there is no point of life when we can stand still. We must either go with the tice of retrogression, or stemming the current bravely, confronting all difficulties with the noble resolations of integrity, firmness and perseverance; for with these for your step-stones, success will be yours, and you will have gained a victory worthy the struggle. Nay, if you should even fail in that struggle, 'twill be a victory still; for you will aie honored and lamented. But, should you flinch from the path of rectitude and truth, you will fall despised and forgotten.

Й. R. N:

PATENTS.

Among the patents granted on Dec. 29th were, one to A. C. Shelton and Byron Tuttle of Plymouth, for improvements in joints for carriage tops; and one to Richard Swift of New Haven, for improvement in harness saddles.

WAGON BRAKES .- S. A. Hough, of Oxford, Ga., assignor to himself, and A. S. Hough, of Madison, Ga. : I do not claim applying the brake rubbers by the gravity of the road broadly considered, as such is not new.

But I claim as an improved construction of running gear for rendering the gravity of the load thus available.

The secondary frame, H I, secured to the front axle, in combination with the plates, e e, connecting the same with the main frame, the rollers, e.e., between the frames, and the notches, m.m., related to the connection of plates and frames, as described when used with a slotted connection of coupling bar and rear

ATTACHING SHAFTS AND POLES TO CARRIAGES.--V. N. Nitchell (assignor to himself, H. A. Aroa, and C. N. White,) of Concord, N. C.: I claim attaching the shafts, E E, to the vehicle, substantially as shown, or in any equivalent way, so that said shafts may be turned, moved or folded towards and from each other and secured in either position, so as to form either shafts or a draught pole or tongue, and the vehicle thereby readily converted from a single to a two-horse one, and vice versa.

MACHINE FOR BORING HUBS.—Zina Doolittle, Perry, Ga.: I do not claim the use of a shaft or a knife set in the shaft; neither do I claim the yokes, F.F., or feed apring, H.

But I claim the employment of a hollow shaft, the rod C, and the projection, a, with the nut, E, for the purpose of expanding the cutter, B, when the whole is arranged as shown, substantially, for the purpose specified.

CARRIAGE TOPS.—Newton Benedict, of Aurelius, N. Y.: I

do not claim the extension front, Fii Effjj and gg, which part is connected with a sliding part with the dash of the car-

But I claim the arrangement for operating the carriage bows

the shaft, A, in the manner and for the purpose set forth.

I also claim connecting the spring, D, with the carriage body, and causing it to act upon the shaft, A, in the manner and for the purpose set forth.

I also claim the combination and arrangement of the detention piece, d, with the catch lever, L, and its spring, S, whereby the shaft, A, is held at the proper point from rotating, as set forth

I also claim the combined uses of the hinges, h, and loops, N, in the manner and for the purposes substantially as set forth.

EQUALIZING CABRIAGE SPRINGS .- D. G. Rollin, of New York City: I do not therefore limit myself to the precise arrangement as set forth.

But I claim the equalizing apparatus for equalizing the strain upon the springs of carriages consisting of taggle joints, connecting rods, and equalizing lever or their equivalents, constructed and operating substantially as set forth.

Joints for Carriage Tops .- A. C. Shelton and Byron Tuttle, of Plymouth, Conn.: We claim providing the lower ends of the arms, A B C D, with circular plates, a b e d, and shoulders, e, said plates being so arranged as to constitute a barrel over which the shoulders, e, may move, said shoulders giving support to the arms, Λ B C D, all as described

[This is an extremely simple and durable joint, and is applicate to any top which is formed of bows.]

BLACKSMITH'T TONGS .- Wm. Hart, of Mayville, Wis. : I claim constructing the tongs with revolving jaws, B B, placed or fitted in the shanks, b, substantially as desribed, for the purpose set forth.

[By these tongs having revolving jaws, they will grasp articles of different sizes and taper-form with surety and ease.]

TURNING THE BAND PORTIONS OF CARRIAGE HUBS.—Zina Doolittle, of Perry, Ga. : I do not claim the exclusive use of any of the parts taken as parts of the machine described and shown, but only in so far as the same is used in combination, for the purpose of my invention.

But I claim the exclusive use and combination of the strap wrench, D, the handle, A, and the sliding rest, C, with the cutter, II, the whole arranged and shown for the purposes set

OUR CHARTS.

What carriage-maker does not desire the neatest, most attractive, and, with all, the cheapest method of advertising his busi-

There is no one, that is certain.

Then send and procure our charts, a finely illustrated sheet, 28 by 35 inches, bordered all around with some five dozen beautiful cuts, embracing omnibuses, coaches, rockaways, buggies, sulkys, spring wagons, sleighs, and hearses; in short, every vari ety of vehicles now in use in our country.

PRICE. 100 copies, \$15 00 1000 100 00 C. W. SALADEE, Proprietor of the Coachmakers' Magazine.

LOYE AND GRAMMAR .- An "interesting scene" recently occurred in one of our Public Schools. In a lesson in parsing, the sentence, "Man courting in capacity of bliss," &c., the word courting came to a miss to parse. She commenced hesitatingly, but got along well enough until she was to tell what it agreed with. Here she stopped short. But as the teacher said, "Very well, what does courting agree with?" Ellen blushed, and held down her head. "Ellen, don't you know what courting agrees w.th?" "Ye—ye—yes, ma'am." "Well, Ellen, why don't you parse that word? What does it agree with?" Butsh I claim the arms, C, connected with the main bow and with ing still more, and stammering, Ellen at last said, "It agrees with all the girls, ma'am!"

KO BOOD

COO GO

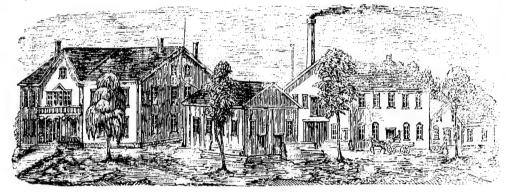
THE BELL THE

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CAPITOL CITY



dam Luckhaupt, Proprietor, Columbus,

THE Subsceiber would respectfully call the attention of Wagon-Makers to his mode of getting out Felloes. He has purchased the Right of Wells' Patent Circular Saws for sawing out Wagon Felloes, which, for good work, far surpasses the old way of getting them out with dig Saws. He has also the grathication to state, that he has now on hand a most extensive and superior article of Carriage Timber, which, in point of excelence, cannot be surpassed by any other factory East or West.

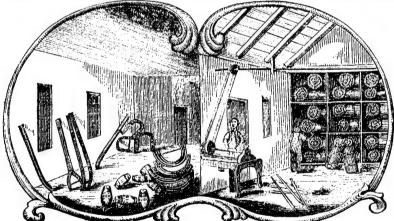
The Machinery in the various departments of the fractory is of the best and most improved kind. With the facilities he now possesses for manufacturing the various Wood Work employed by Carriage-Makers, the Proprietor daters himself, by saying, that he seembled to furnish the Trade with Stock on as reasonable and liberar terms as that of any other House in the United States.

Ko Persons ordering from a distance can depend upon having their orders filled withpromptness and despatch. Addresss all Communications to

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J. V. WOLSEY.

THE BAY CITY SPOKE, HUB AND FELLOE WORKS.



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THE Proprietors of this Establishment take the pleasure of informing the Couch-Makers throughout the South and West, that they have established a Factory for the manufacture of Spokes of every size and kind, and keep constantly on band a lorge and well assorted Stock of Seasoned Timber. Our Spokes are all fluished with a nicety that revulres but little, if any, work to prepare them ready for driving. They are also making extensive preparations for the manufacture of Hubs, and every variety of Bent Stuff. Reconstruction of the manufacture of the country. Orders respectfully solicited.

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THE ATTENTION OF CARRIAGE MANUFACTUTors and Livery men is particularly called to the extensive stock of every description of carriage and buggy harness, which in point of workmanship and quality of material cannot be surpassed in any market. Torms favorable, Repairing done in the neatest manner and at the shortest gis-All miders from a distance promptly attended to.

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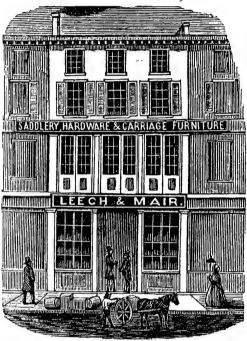
CARRIAGE TIMBER,

CONSISTING OF RIBS, POLES, SHAFTS, &C., ALSO are trial cannot be surpassed in any market. Torms favorable, Repairing done in the neatest manner and at the shortest gis-All miders from a distance promptly attended to.

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May 1857

THE CONTINENTAL

WHIP SOCKET,

OWES ITS POPULARITY TO THE FACT OF ITS LOOKING BETTER, WEARING LONGER,

AND COSTING LESS

THAN ANY OTHER SOCKET IN THE WORLD.

For sale by Coach and Saddlery Hardware Dealers Every-[Feb. 1857. where.

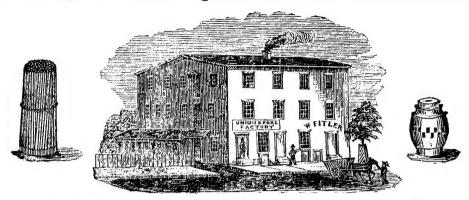
THE TOMLINSON SPRING & AXLE COMPANY.

Cannon St., Bridgeport, Conn.

MANUFACTURE COACH AND CARRIAGE Tempo real Springs, Mail, Brid Patent and Taper Case-Hardeneed Axles. We are the only authorized to mufacturers of E. M. Straton's Improved Mail Patent Axles. Orders promptly filled on reasonable terms.

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Of every variety kept constantly on hand. Our stock of finished work is very extensive, so that we are at all times prepared to fill Orders at short notice.

Stock selected with the greatest, and from the best that the country affords.

Any quantity of the very choicest white hickory, and second-growth Timber will be found at our mammoth establishment.

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June-1857.

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MECHANICAL ENGINEER. AND

> SOLICITOR OF PATENTS, Washington, D. C.

WILL make examinations at the Patent Office, prepare drawings and specifications, and prosecute applications for patents, both in the United States and foreign pleasure Vehicles over discovered.

Washington, D. C. June 21, 1854.

To all whom it may concern:

The undersigned members of the United Mate: Semite and House of Representatives, being per, analysacquainted with Z. Regarks. Esquire, of this city, take pleagare in saying that he is a gentleman highly esteemed to this integrity as a man and his capacity as a Solidior at the Patent Office.

WM. T. HAMILTON, M.L.

Chrys. E. Secver, Michigan, SAMUEL CLARE,

NATHAN BELCHER, Conn., B. B. THERSTON, R. L.

Chas. Regnes, N. Y.

Wasiii.
iore, November 23, 1913.

TO ALL WHOM IT MAY CONCERN !

TO ALL WHOM IT MAY CONCERT:

During the time I have alled the office of Commissioner of Patents and for some time previous, ZEMAS C. ROBBINS, ESQ., has followed the business of Patent Solicitor in this evy, und has been in the daily prosecution of business in the line of his protession, at the Patent offices.

Lam well acquainted with Mr. ROBERS personally, and best we man of integrity and ability, to whom persons at a distance may sately entrus, their business. I am pleased to have the opportunity to say that he is faithful to the interests of his profession.

EDMUND BURKE.

JOSEPH TROTMAN, SADDLE-TREE

MANUFACTURER.

413 Wost Sixth Street, opposite Outter, CINCINNATI, O.

N.B.—All Orders punctually attended to. July-1857 Sept.-1857

The Greatest Improvement of the Age! M'EL OY'S Patent Elliptic C Spring and Coupling.

applications for patents, both in the United States and foreign pleasure Vehicles ever discovered.

Applications for patents which have been reflected at the Calminssioner of Patents, or before the appellate court; in which line of pracing of Patents, or before the appellate court; in which line of pracing he has been successful in procuring a great number of very valuable patents.

He will prepare new specifications and claims for the re-issue of patents previously granted on imperfect descriptions and claims for the re-issue of patents previously granted on imperfect descriptions and claims.

Applications for extensions of patents, either at the Patent Olice of before Congress, he will also vigorously prosecute.

Also, superintend the taking of testimony to be used in conflicting applications before the Patent Olice, or to be read incoming. In cases of litigation on the subject of patents, he will prepare the cases for the legal profession, explain the salentific and methods are the cases for the legal profession, explain the salentific and practice in the United States and Europe.

Also, prepare caveats, assignments and all other papers required of patents, and all other matters pertaining to the patent laws and practice in the United States and Europe.

Also, prepare caveats, assignments and all other papers required for securing or transferring patent property.

Having been ten years in the constant practice of his professional lities of the Constitution of the old fashioned C Spring stands acknowledged as without a rival, for ease of motion and durability, between the constant specifical constitution of the constant of the patents and all other matters per pertaining to the patent specifical in this city, and having free necess to the modes and records he last and the Common Elliptic, and the center to the turn of the Clay combine all the description to those who may place business in his hands.

Washingtos, D. C. J. 1921, 1931.

And for ease of Motion, my Spring knows no rival.

My Improved Coupling is so arranged, as to obviate all strain into the peach and side stay i, caused by the elevation of one wheel in parallel gover stones and into deep holes. For a full destropion of one improvements, see plate of libertarions, and editor scomments in June number of the Magazine.

Liberal terms will be made to Spring Manuf.cturers wishing to use my Improvement,

a. I intend to lay such inducements before both manufacturors and consumers as to before P eventually into general use. Address CHARLES A. MPBLEOY, Delaware, Oblo, June 1814-197

WHITE'S IMPROVED MODE

ATTACHING RUBS TO AXLES,

Patented March 24, 1357.

Ber This improvement can be applied to Carriages and Buggies, or to Wagons of all kinds; and by it the friction is cut off from both ends of the Hub, and will hold grease or oil as long as it will last.

For Shop, Township, County, or State Rights, apply to the subscriber at Xenia, Green County,

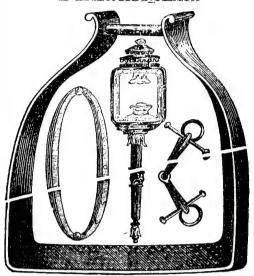
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Comprising every variety of Goods used by Saddlers, Harness and
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factured by Mr. Welch, exclusively for ourselves, as being the best
made in this country or Europe. Should we be favored with your
orders, they will receive our prompt attention. Among our sick
will be found the articles enumerated below.

Resp. excelly yours.

Sthrips, Bridle Bids, Spurs, Poller-Harness and Bridle Buckles;
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Nails, Halter and Truce Changs; Saddler's Silk and Thread; Saddler
Wagon, Buczy and Rioling Wiley Has Brushes, Curry Combs
and Cards; Terrets and Hooks, Swivels, Pad Screws, Iron and
Wooden Hannes, Space; Breeching, Brace, Pad and Crupper Loops;
Trace Hooks and Bolts, Corycand, Whatchouse Rosettes; crnaments, Pad and Gig Trees, Sadders's Tools, Loop Dies and Presses;
Have's Composition: Pad and Gig Saddler Housings, and
Bridle Fronts; Fair Calf and Hog Skins and Salvers, Morocco and
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Blankets and Kerseys Traveling or Lup Russ; Plaid Liber for
sammer Cover; Princess and Colored; Enamel Prilling and Duck; Horse
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COACH, CARRIAGE, BUGGY AND WAGON WHEELS OF EVERY DESCRIPTION.

Also on hand, and will furnish to short notice, all kinds of

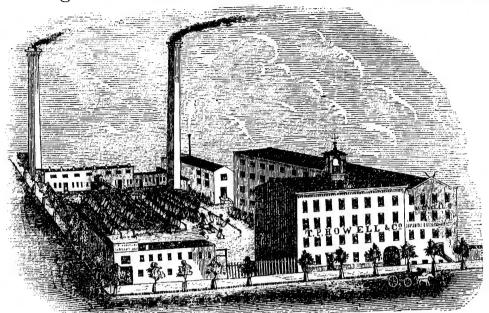
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THE subscriber solicits a trial of his Work, feeling confident that for quality, workmanship and durability, he cannot be excelled.

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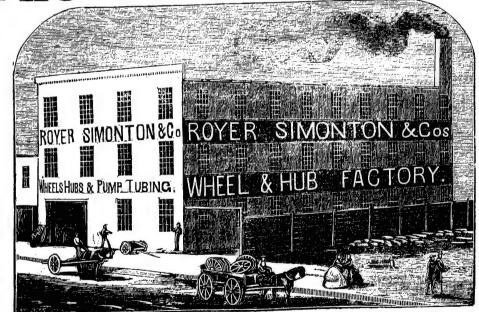
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Block Bounded by New and Wilsey Streets and Morris Canal.

WAREROOM, 218 MARKET ST., NEWARK, N. J.

P. S. The attention of Dealers is respectfully invited to this Establishment. [March, 1857

Western Great The



WHEEL. S NUFACTORY. ROYER, SIMONTON & CO.,

MANUFACTURE AND KEEP ALWAYS ON HAND A SUPPLY OF

S, SPOKES, HUBS, FELLOES, SHAFTS, BOWS, Factory No. 375, South side of Third Street, below Smith Street,

Factory No. 375, South side of Third Street, below Smith Street,

CINCINNATI, OHIO.

Mr. Simonton being a practical Carriage-Maker, our customers may depend upon having their orders [Jan., 1857.]

Mr. Simonton being a practical Carriage-Maker, our customers may depend upon having their orders [Jan., 1857.]

MADLE ADLE IR UN CUMPANY, ON INTERPOLATION CONN.

MANUFACTURE MALLEABLE IRON CASTINGS FOR CARRIAGE, of every description of pattern, and of superior quality.

Manufacture Malleable IRON CONN.

Manufacture Malleable IRON Control of their orders processed for the pattern and of superior quality.

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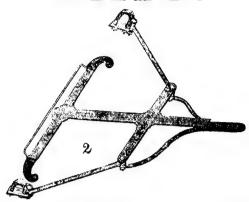
Manufacture Malleable IRON Control of the pattern and of superior quality.

Manufacture Malleable IRON Control of the pattern and of superior quality.

Manufacture Malleable IRON Control of the pattern and of superior quality.

Manufacture Malleable IRON Control of the pattern and of superior quality.

OHIO.



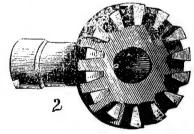
CHICAGO COUPLING Lord's Patent.

Universally a knowledged the best Carriage Coupling in the World.

THE UNDERSIGNED TAKE THE PLEASURE to it form the Caria, e Makera throughout the State of O do, that they have purenas of the azertesive element of the above improvement for this State, and that as soon as the Spring trade is reamed, they will commence canvassing the State with the view of introdeeing this truly valuable improvement among the "Buckeye" (Conch. Makers. In the meantime they hold themselves in readiness to execute deeds for either. Shop or County Rights, at any time they are called upon, either by letter or otherwise; and they begleave to assure their patterns. Parties purchasing the Light of this Coupling, will not only get the mear Coupling ever invented, but they will likewise get a deed or the same, giving a title which can never be disputed or got around, as bus so frequently been the case in that of "Everett's lat title which can never be disputed or got around, as has so frequently been the case in that of "Everett's Latent and others. We are aware that Carriage Makers, particularly in Ohio, have been deeply wrenged in the purels so of the "Everett Coupling." by having been compelled, in naunerous in cances, to pay Twice over for the same thin z, and then not be exempt from expensive and troublesome law suits. We can assure our triends that Coupling. For further particulars, address
HEATH & HURD, Chicago, Illinois.

Jan 1858

The Excelsior Hub.



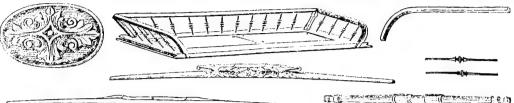
THIS HUB IS WARRANTED THE BEST ME-THIS HUB IS WARRANTED THE BEST MEtallie Hub ever brought into use, and is the most tractical and simple of any other ever invented. I take this method of informing the Publ'e that I have purchased the exclusive right of this patent in the following territory, viz: Chio, Verment, New Hampshre, Massachusetts, Rhode Island, Wisconsin, Minresota, Nebraska, Arkansas, Texas, California, Florida, South Carolina, Mississippi, Alabama and Louisiana, which I propose to dispose of in State Rights. I will offer to such persons who will engage in the manufacture of this hub, such inducements to take hold of it that cannot fail to meet their approbation.

For further particulars, address P. O. Box 471, Chicago, Illinois.

Jan-1858

Jan-1858

QUINNIPIAC MALLEABLE IRON COMPANY,





No. 29 Orange Street, New Haven, Connecticut,

Manufacture and keep constantly on hand a large variety of every description of

The attention of Purchasers is especially directed to this House.

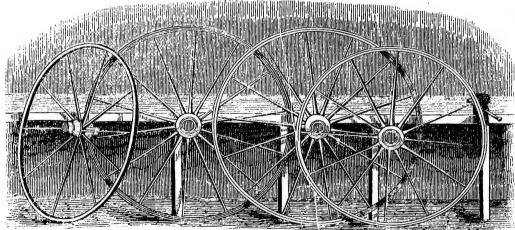
OUR CATALOGUE OF CARRIAGE GOODS:

Self adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Self adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Bands, Silver do., Brass Sand Bands, Silver do., Stumpt Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Hinges, Silver do., Iron do., Solid Brass Handles, Electro Plated do., Sil. close do., Turned Iron Collars, do. Plated, Door Locks, Blind Catches, Brass Inside Handles, Silver do., Linin; Nails, Silver do., Brass do., Japanned, Ivory Nails, No. 1, do. No. 2, do. No. 3, Brass Terretts, Silver do., Brass Pad Hooks, Silver do., Brass Swivels, Silver do., Ivory Inside Handles, Ivory Pull-to Handles, Ivory Sildes, do., Knobs, No. 1, do. No. 2, do. No. 3, do. No. 4, Ivory Inside Handles, Ivory Pull-to Handles, Ivory Sildes, do., Knobs, No. 1, do. No. 2, do. No. 3, do. No. 4, Ivory Head Screws, 3-4, do. 7, do. 1, do. 143, Buckles of all kinds, Silver Chas'd Handles, Brass do., Patent Leather, Rubber Cloth, Oil Carpet, Coach Lace, Tufts, Tassals, Tuffing Twine, Seaming Cord, COACH LAMPS, Carriage Springs, do. Axles, do. Hubs, do. Spokes, Coach Door Slide Bolts, Coach and Buggy Whillletrees, Bolts, Malleable Iron, Lead Mouldings, Spring Rollers, Curled Hair, Moss, Buttons, and of all colors, Mal. Hand Screws, 4 sizes, Knobs, Silver Chased Ornaments, Silk Fringes, Worsted Fringes, Card Plates, with names neatly engraved, all styles.

WOOD WORKS:

Buggy Seats and Curriage Bows, Carriage Parts Plain, do. Carved, all styles, Seat Sticks, do. Rails, Spokes, Bent Felloes, Hubs, mortised and unmortised, together with other parts belonging to a carriage

Gearing.
P. S. We would especially call the attention of purchasers to our quality of Eastern Timber, none but the best being used in the manufacture of our wood-works [Feb., 1857.] C. C. & Co.



148, 150 and 152 York Street, Head of Grove, New Militar, Commit

CARRIAGE WHEELS & WHEEL STUFFS

OF EVERY DESCRIPTION.

SPOKES, Finished and Unfinished; HUBS, Mortised and Unmortised; BENT RIMS, SAWED FELLOES, SPRING BARS, Plain and Carved; Whiffletrees, Running Parts, Seat Sticks, Handles, &c. &c.,

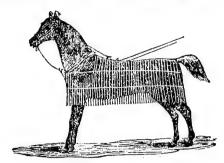
Always on hand made to Order, of the best Eastern Timber.

HENRY IVES, I resident,

[Feb. 1857.]

HENRY G. LEWIS, Sceretary.

MIDDRE & BEOTHER.



260 Pearl Street,

YORK, NEW

Manufacturers of every description of KERSEY, WOOLEN AND LINEN

ORSE

Fly Nets and Neck Cords.

Every variety of EAR TASSELS, REIN WEB AND WEB HALTERS.

Wholesale and retail.

[July-1857

Rochester Plating Establishmacent.

L. A. NEARING, SILVER, BRASS AND ELECTRO PLATER, No. 31 State Street, Rochester, New York.

VERY description of Coach and Saddlery Hardware finished in the best manner and upon the most reasonable terms. Harness Trimmings, Pole Yokes and Hub Bands of the latest styles and best finish kept constantly on hand and made to order. Orders from Coach-Makers and others respectfully solicited.

Terms—5 ets. per inch for light work; 1 plate, 4 ets.

WHEELER BEERS.

CALEBER, WICKNER.

EDWARD STERLING.

SPRING PERCH COMPANY

JOHN STREET, BRIDGEPORT, CONN.

COACH & CARRIAGE TEMPERED SPRINGS,

Patent and Haif Patent Axles, TOMLINSON'S PATENT SPRING PERCHES,

BANDS, CALASH TRIMMINGS, Curtain Rollers, &c.

WE RESPECTIVELY SOLIGIT THE PATRONAGE OF those who are making the first class carriages. We believe we have deservedly acquired the reputation of mathematical the terminate articles in our line, in the commun. Our Springs are made from the beat ENGLISH SPRING STEEL (which is made expressly for as from Ewedee's Fron, and are all horoughly teated before they leave the Factory. (Air Asles are of the beat Salisany Fron, and our Carriage Trimmings are made in the latest and most approved styles.

SPRING PERCH COMPANY,

June-1857 EXERLING, See'y.

C. D. INGHAM, MANUFACTURER OF

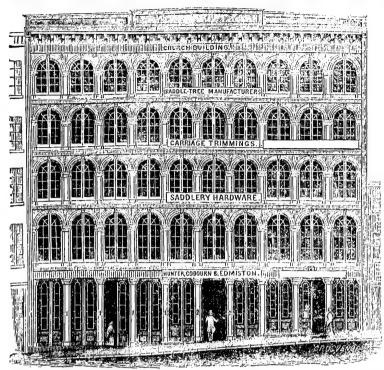
COACH & LIGHT Chittonango, Madison Co., New York.

GENERAL ASSORTMENT ALWAYS ON HAND, turned from the very best and selected lighbor. Orders and supplied to Manufacturers and Dealers, reasonable, at anoire. shoot notice.

E.F. Reference in New York City, to the Assistant Editor of this
Magazine.

[Nov-1956]

The Coach-Makers' Great Western Depot.



HUNTER. EDMESTON & CO.,

IMPORTERS AND MANUFACTURERS OF

Saddlery Hardware, Carriage Trimmings, Saddle Trees, LEATHER, SPRINGS, AXLES, &C.,

No. 2, Church Building,

Walnut Street, between 3d & 4th, CINCINNATI, OHIO.

OUR arrangements are to have daily receipts of new and fashionable goods in every department of our business at very low prices. IF Particular attention given to Orders. Dec., 1856.

CHAS. G. HARMER.

HARMER, HAYS & CO.,

IMPORTERS OF AND DEALERS IN SADDLERY & TRUNK HARDWARE,

HOOP IRON, ENGLISH BRIDLES, Merseys, Patent Leather, &c.

NO. 72 BLEKMAN ST., (Late 273 Pearl St.,)

Saddlery Dealers is respectfully called to this Where will be Found a Complete Assort-The attention of Coach Hardware and [May-1857] Establishment.

NEW YORK.

Tacks, Gimp-Tacks, Brads, Finishing Nails, Hot Pressed Nuts and Washers.

CHESS, WILSON & CO.,

119 Water Street, Pitt burg, Pa. MANUFACTURERS OF

TACKS, BRADS

HENRY HANNAH. New Saddlery Hardware and Carriage Trimming House.

M'WHINNEY, HARE & CO.

IMPORTERS AND WHOLESALE DEALERS IN FOREIGN AND DOMESTIC

SADDLERY HARDWARE.

CARRIAGE TRIMMINGS,

No. 135 Wood Street, Pittsburg, Pa.

ment of all Goods us ad by Coach-Makers and Barness Makers and Saddlers, which have been purchased direct from the mannicular and selected with great care as to quality, which we will sell to cast and promot time buyers below the usual market rates, bur arrangements with the manniacturers enable us to have contantly on band the newest and nost fashiomable Goods in covry leparament of our business, at very low prices.

Particular attention given to orders.

[Feb.1 7]

J. Y. M'LAUGHLIN & CO., TANNERS, AND MANUFACTURERS OF

Japanned Grain Skirting, DASH, (OLLAR, RAILING, ENAMELED MIDES.

And every description of

FANCY COLORED LEATHER

Pittsburgh, Pa.

CUT WROUGHT NAILS.

ALSO, AGENTS FOR THE SALE OF by ta ing a Lawrence eville Omnibus at the corner of Fifth and Market streets. Our leather can be seen and Orders left with I each & Mair, 127 Wood street, [Feb.-1857.

JAMES PIERSON, & CO.,

Coach Varnishes,

Railroad Avenue, Cor. Chestnut Street, NEWARK, N. J.

1965 To compete in qualities and prices with Noble's & Houre's English Varnishes.

PRICES AS FOLLOWS:

est Wearing Body Varnis	h	\$1.00
lard Drying, "	**************************************	4 50
olishing, Body, (extra)	*******************************	3 60
oach "	4	2 50
arrlage or running parts	************************************	2 25
unan	Note 1 and 2 aviva Held M	
Alex Promittune Vauniches	Note 1 and 9 astro Diela Di	o seed to see

Japan Also, Furniture Varnishes No.'s 1 and 2 extra Light Flowing, Polishing, Scraping and 8 hop, superior to any in market. Manufacturers and Deaders who have heretofore despaired of procuring an article of American manufacture equal to the English in every respect, are only invited to give the subscribers a trial, as they can submit their varnishes to the test of being placed side ty side with that imported. In order to satisfy consumers that other Explish is in every respect what we represent it to be, we can refer them to some of the Coachmakers in New York.

Mr Weldon, one of our firm, is a practical coach painter.

THEO, 1:0ND,

CHAS. C. PRICE.

PRICE, BOND & CO., Copal Varnish

MANUFACTURERS,

275 Railroad Avenue, Newark, N. J.

275 Railroad Avenue, Newark, N. J.

OUR SENIOR PARTNER. MR. PRICE, HAS BEEN

of the well known House of Bigelow & Price, from its commencement, up to July 1st, 1856, and our Mr. Bond from the House
of D. Price, Ettzgerald & Co.

We therefore flatter ourselves, that from a long experience in
this particular branch of business, we shall be enabled to give entire satisfaction to our chasers. We would respectfully call attention to the following list of the most prominent kinds, but more
particularly to our Coach Varnishes, to which we challenge competition from any and every quarter, viz.:
Elastic or imitation English Coach-body Varnish, for Railroad
Cars, tomnibuses and Coaches;
Wearing Coach-Body,
Coach Body.
No. I Coach Body.
No. I Coach Town.

White Copal,

White copin, Damar, Back and Brown Japan, Back and Brown Japan, Together with all the varieties of Furniture Varnishes. Newark, Feb. 1, 1837.

HENRY OLNHAUSEN.

Silver, Brass, and Princes Metal

PLATBR

No. 1 Exchange Block, Broad Street, COLUMBUS, OHIO.

WOULD respectfully inform the Public, that he is prepared to do all kinds of Plating in his line, finished in the best style, and is confident that his work will meet with general satisfaction.

Special attention will be devoted to Coach work. Coach irons from any part of the United States conveyed by express or otherwise, to me, will be promptly plated and returned at a short time. Terms for Coach plating, 6 ets. per luch.

HENRY OLNHAUSEN.

REFERENCES:

Blake, Williams & Co., Columbus, Ohlo. B. & F. H. Booth, "Wm. Bautler, Circleville, "R. Wissler, Chilliothe, "John Wilhelm, Wooster, "

Great Western Bolt Works,

Corner of Western Row and Betts streets, Cincinnati, Ohio.

S. T. J. COLEMAN,

MANUFACTURER OF

COACH AND CARRIAGE

Turned Collars, Machine Bolts, Six Sided Nuts, Pump Bolts, Bridge Bolts, Water Tank Bolts, Joint Bolts, Steamboat Stirrups, Guage Cock Stems,

&c., &c., &c.,
All from the Pure Sweed Iron, and every one guaran[Jan. 1857.

HE SUBSCRIBER WOULD SAY TO THOSE in the Trade, and to all lovers of Ornamental Painting, that he will, on the shortestnotice, draw in Crayon or paint Coat of Arms, and Scoll work for Omnibusses, or paint Coat of Arms, and Scoll work for Ommibusses, Post Conches, Railroad Cars, as well as all kinds of ornaments for light Carriages, Buggies, &c. He will also draw scrolls for stitching. Charges moderate.

Address (enclosing postage stamp)

OLIVER RODIER, Buffalo, N. Y.

Jan-1858



The Coach-Makers

DEPOT.

208 Main St., CINCINNATI, O.

ME MOULD CALL the attention of Western and Southern Coach-Makers and Dealers to our very extensive assortment of

Carriage Harness

Consisting of every grade and style, and which we offer to the trade on the most favorable terms.

Porders respectfully solicited and promptly attended to.

J. C. SHACKLEFORD & CO May-1857.

R. FRENCH.

T. ATMMES

FRENCH & SYMMES'

Philadelphia Axle Works,

Broad Street, above Will w, East Side. AXLES OF ALL KINDS FOR

Coaches, Light Carriages, &c.,

Manufactured of the best Material and Workmanship. Orders Solicited and Promptly attended to. The Trade Supplied on Liberal Torms.

June-1857

LACE CO. COACH



John St., near Spring Perch Factory. BRIDGEPORT, CONN.

MANUFACTURERS OF

COACH LACE AND FRINGE, ROPE & TASSELS, SPEAKING TUBES,

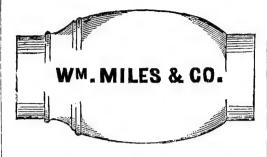
LOOLWEUS HOFDEUS

FROGS CUT AND CORD TUFTS

Feb-1857

W. BOSTON, Manager.

WILLIAM MILES.



NEVARK

SOACH RUB MANUFACTORY.

MIE MOST EXTENSIVE ESTABLISHMENT OF THE KIND in the United States. Always on lead from 30,000 to 40,000 seles of Etn. Gun and Oak Hubs, of all sizes, from 225 to 20 inches in diameter, and poperionate lengths, and suitable for overy description of work. Our large stock enables us to fill orders of any extent with the greatest possible disparch.

WH MILES & CO.,
Feb-1337 Reav 376 Broad St., Nowark, N. J.

C. M. LOCKWOOD,

(Late Eagles & Lockwood,)

Coach Lamp Manufacturer AND SILVER PLATER.

16 MECHANIC St.,

NEWARK, N. J.

THE LARGEST ASSORTMENT IN THE UNIted States, embracing over 190 different sizes and

patterns of Coach and Buggy Lamps.
Engine and Signal Lamps, Coach and Cantel Mouldings, Curtain Frames, Dashes, Railings, Branch Irons, Handles, Pole Hooks; Tuft Nails, &c., &c., constantly on hand at Wholesale and Retail.

July-1357.

JOHN TENNIS

D. A. DANGLER.

TOUN TENNIS & CO.. EXCLUSIVE WHOLESALE DEALERS IN

FOREIGN & DOMESTIC

ALSO EXTENSIVE DEALERS IN

Carriage and Harness Trimmings. Cleveland, Ohio.

Nov-1856

Auburn Coach Lace.

HAYDEN 2. LETCHWORTH, MANUFACTURERS OF

SILK & WORSTED LACES

AUBURN, N. Y.

Makers, Importers, and Dealers in Harness and Carriage Trimmings, and Hardware of every description.

J. M. CORNWELL,

SAMUEL KERR

CORNWELL & KERR, Silver and Brass Platers

AND MANUFACTURERS OF

SADDLERY HARDWARE.

No. 3 St. Clair Street, near the Bridge PITTSBURGH, PA.

July 1857

WILLIAM JAMES. S A I N LOUIS

SPOKE, FELLOE AND HUB PACTORY

CORNER OF BROADWAY & ASHLEY Sts. WOODBURN & SCOTT, PROPRIETORS, AND OWNERS OF

BLANCHARD'S PATENT.

THIS FACTORY IS NOW ESTABLISHED on the most extensive scale, and keeps constantly on hand a large and well assorted stock of

Wheels, Spokes, Follors,

HUBS, BENT SHAFTS,

POLES, BOWS, &c.,

which, in point of "quality of timber" and perfect ex-

ecution of workmanship, cannot be surpassed.
We manage to keep a large and ample stock of seasoned timber constantly on hand, so that our customers may always expect seasoned stuff when they opened as ORDER IT SO.

Our prices are reasonable and terms liberal. Nov. 1st 1857

LORD S Patent Perch Coupling.

of informing the Carriage-Makers of the State of Illinois and the Counties of Marion, Morgan, Putnam, Parke and Vigo, in the State of Indiana, that they have purchased the exclusive right to the above improvement, and hold themselves in readiness to execute deeds for either Shop or County Rights, at any time they are called upon, either by letter or otherwise. They are also manufacturing Couplings which they can supply to the Trule. Address E. G. CHANT & Co.,

Box 2078, Cheago, Illinois.

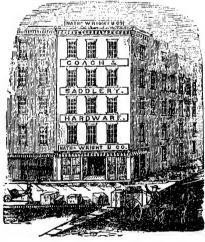
For Shop or County Rights for the States of New York, New Jersey and Connecticut, apply by letter to E. G. CHANT & CO., Box 2078, Chiengo, Illinois, or RICHARD MORRIS, No. 2 Maiden Lane, New York City.

[Fe)-1858 PHE UNDERSIGNED TAKE THE PLEASURE

NATICL WRIGHT,

JOHN WOODWARD,

WM, W. IIILL



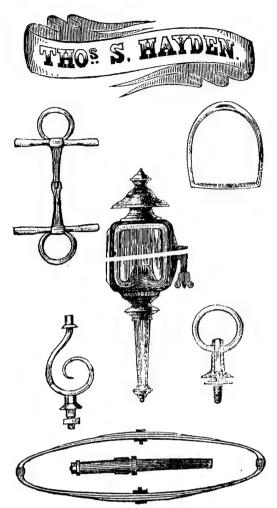
Importers, Manufacturers, and Dealers in

COACH & SADDLERY HARDWARE

324 Broadway, Cor. Hamilton St.

ALBANY, N. Y.

Aug-1857



4

MANUFACTURER AND IMPORTER OF

SADDLERY,

Harness and Coach Hardware, CARRIAGE TRIMMINGS,

MALLEABLE IRON CASTINGS

79 Beekman Street,

New York.

Every description of Malleable Iron made to order at short notice.

COACH TRIMMINGS.

Patent Dash Leather; Patent Enameled Leather; Patent and Enameled Leather, fancy colors; Black and Fancy Colored Enameted Cloths; Union and all Wool Cloths, assorted colors; Cotton, Union, and Worsted Damask, assorted colors; Worsted and Silk Coach Laces; Fringes, Rosettes, Tufts, Tassels, Curtain Silks, Buckram, Seaming Cord, Japanned, Brass, Silver and Ivory Head Lining Nails, Moss, &c.

HARDWARE.

Elliptic Steel Springs; Common and Patent Axles; Stump Joints; Brass and Silver Hub Bands, Dash Frames, Carriage Hinges and Handles; Carriage Knobs, Bolts and Lamps; Top Props; Curtain Frames; Apron Hooks and Rings; Turned Collars and Washers.

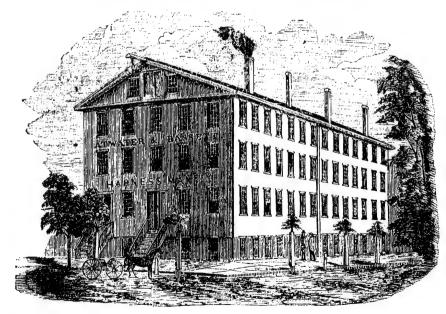
WOOD WORK.

Spokes, Hubs, Bows, Felloes, Shafts, Poles, Whiffle Bars, Carved Spring Bars Turned Seat Spindles, &c.

Coach, Harness, and Trunk-Makers' Varnishes; Saddlers' Harness, and Trunk-Makers' Goods.

BASSETT. ATWATER &

HAVEN,



MANUFACTURERS OF AND WHOLESALE DEALERS IN

For United States and Foreign Markets. Dealers supplied on reasonable terms Aug-1857

H. GALBRAITH,



Silver, Glass & Electro Plater.

CARRIAGE, ENGINE & HOUSE WORK,

AND MANUFACTURER OF

COACH AND SADDLERY TRIMMINGS,

COOK'S IMPROVED CARRIAGE KNOBS

SILVER FINISHING SCREWS.

COOK'S IMPROVED PLATED 4 AND 5 BOW SLAT IRONS, PATENTED JANUARY 27, 1857.

SILVER AND LEAD MOULDING, SPRING CURTAIN BARRELS,

Nos. 2 and 3 Japanned and Silver Capped Carriage Knobs, Spring Catches, Door Handles, Inside Handles, Caleche Trimmings, Card and Name Plates, Solid Head Silver and Japanned, Lining, Band and Saddle Nails, with Annealed Points; Top Props and Nuts, Joints, Rivets, Carriage Bands, from the cheapest to the very best quality; Silver Chased Rosettes and ornaments of the latest pattern, Rosette Top Props, Silver Head Dash Bolts, Shaft Tips, Pole Yokes and Hooks, Plated Dash Rods and Collars, Plated Foot Rails, Acorn Nuts and Rivets, Acorn Loop Bolts, &c.

Factory on Franklin, near Chapel Street. Warerooms, 81 State Street.

NEW HAVEN, CONN. Orders respectfully solicited.

NOTICE.

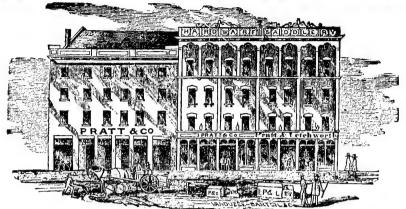
Having obtained LETTERS PATENT for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27, 1857, will be liable to prosecution.

Having made Hugh Galbraith, of this city, our General Agent for the sale of said Slat Irons, a good supply, on favorable term, can always be had at his store, No. 81 State Street, New Haven, Conn.

GEORGE COOK, Patentees.

July-1857

WM. P. LETCH WORTH.



MANUFACTURERS, IMPORTERS, AND DEALERS IN EVERY DESCRIPTION OF

OFFICE AND SALE ROOMS, No. 34 Terrace Street,

Opposite the Western Hotel, and adjoining the Hardware Store of Mesers. Pratt & Co., June, 1857. BUPPALO, N. Y.

Oldest and Largest Establishment of the kind in the U.S.



NNAL & STORM, (SUCCESSORS TO CHARLES PEARL,)

423, 425 and 427, Main Street, Poughkeepsie, New York,

I AVING purchased of Mr. Charles Pearl, his entire interest in the above establishment, we would respectfully call the attention of Dealers and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and style of Carr age Hub Band, constantly on hand. We also manufacture extensively from superior timber, well seasoned Bent Felloes, Shafts, Poles, and turned Spokes, and Seat Hounds or Spindles of every style.

Terms—Six months for approved paper, or five per cent off for Cash.

[Feb. 1857.

ETUBS!! EIUESS PLATT KEELER,

MANUFACTURES—in a section of Country proverbial for producing the best qualities of timber—the very best Hubs of every variety for Carriages, &c., having a large stock of seasoned blocks of every size on hand, ready for turning to suit customers. Orders filled at the shortest notice and on the most reasonable cerms, if a ddressed as above, by Mailor otherwise.

Japanned Curtain Cloth, Warranted Steel Springs, Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bowes, Coach Varnish and Japan, Curled Hair, Moss, &c.

[May-1857]

The Greatest provement of the Age!

SAN TEN S

PATENT AATI-RATTLING, ANTI-FRICTION

SHAFF

On an entire New Frinciple. It will last as long as a Carringe to which it is applied, without costing a dime for repairs,

As a trial of more than two years abundantly

Boxes containing & dozen setts or more, sent to any part of the United States or Canadas at \$1.50 per sett.

TERMS-Cash. All orders must be addressed S. D. SARVEN, Columbia, Tenn. July-1857

Maugatuok WHEEL COMPANY,

NAUGATUUK, CONN., MANUFACTURERS OF

HUES, SPOARS, PRILLERS & Of every description. Also, manufacturers

Ward's Spoke Turning Machine, Universally acknowledged the best Spoke

and Lathe now in use. Orders respectfully solicited. NELSON FULLER,

President of the Company. July-1857

F. M. PERKINS & CO.,

MANUFACTURERS OF

Pearl, Ivory and Bone Trimmings, FOR

CARRIAGES, RAILROAD CARS, SAD-DLES, HARNESS, &c., &c.

Metal Carriage and Harness Trimmings, of all Descriptions. Also, Manufacturers of fine Pearl and Ivory Coat and Vest Buttons. WATERBURY, CONN.

July-1857

JOHN P. JUBE,

83 Bowery, N. Y. Keeps constantly on hand a large assortment of choice

Saddlery & Coach Hardware,

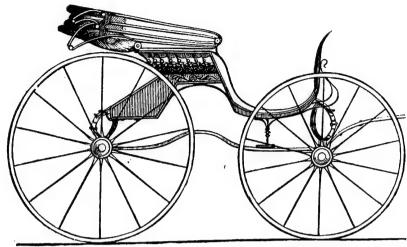
Together with a well selected Stock of the most approved Manufacturer's

PATENT LEATHER,

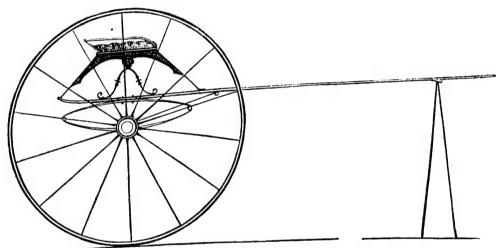
•2.3 THE COACH-MAKERS' MAGAZINE -- PLATE NO. 40. NO. 8.—CLOSE ROCKAWAY—COUPE—See Page 27, ٠٠٠٠



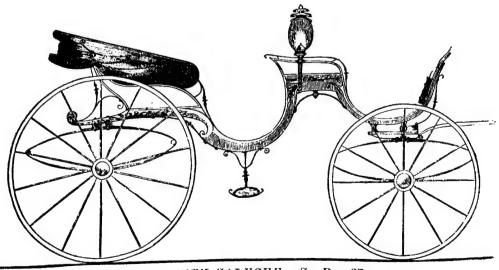
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NO. 9. BKIDGEPORT PHÆTON. -- See Page - ..



NO. 10.-LIGHT ROAD SULKEY.- See Page 27.



NO. 11 -CITY CALECHE. -See Page 27:

Walter Coop

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VOL. V.-NO. 3.]

MARCH, 1858.

[C. W. SALADER, Proprietor.

THE MASTER'S SONG



BY GEORGE P. MORRIS.

Members of an order
Ancient as the earth;
All within our border
Realize its worth.
Genial is the greeting
That awaits us there,
On the level meeting,
Parting on the square.
Like the workmen olden,
Who our craft design'd,
We the precept golden
Ever bear in nind.

Masons never falter,
We each other know,
As around the altar
Hand in hend we go;
Loud hosanuas singing
To our Source Above.
And heart offerings bringing
To the God of Love.
Like the Workmen olden,
Who our craft designed,
We the precept golden
Ever bear in mind.

There's a mystic beauty
In our working plan,
Teaching man his duty
To his fellow man:
As a band of brothers,
Ever just and true,
Do we unto others
As we'd have them do.
Like the workmen olden,
Who our craft designed,
We the precept golden
Ever bear in mind.

An ingenius mind feels in unmerited praise the bitterest reproof.—Bassuet.

COMMUNICATIONS.

SKETCHES BY THE WAY-SIDE .-- NO. 2.

My DEAR Sub:-If memo y serves me not treacherously, I concluded my last letter on board the steamer bound for Memphis. I arrived in this city on Sunday morning, the 20th ult. While here, I had the pleasure of making the acquaint mee of N. S. Bruce & Co., who I have already introduced to my readers as popular earriage manufactuvers, and extensive dealers in coach hardware and trimmings. These enterprising gentlemen have built a house adapted expressly to their business, which is no less an ornament to the city, than it is peculiarly adapted as a model fictory. The firm consists of three brothers-Noble, William and Joseph, each of whom seem to be practical men. They are brothers to the Messrs. Bruces of Cincinnati. In connection with their carriage works, they have opened a store for the sale of every description of carriage hardware and trimmings, and in which business they have become very successful. Their advertisement will be found in the Magazine.

Having finished my business in Memphis, my next care was to fit out a team for a trip through the interior of the State. My friend and agent, Dr. Armstrong, had met me at this point with a buggy and single horse, but knowing the character of the roads we would come in contact with, I resolved to dispose of the single nag and purchase a match span. In this I succeeded admirably. I found that my old friend and fellow city, with a let of the large transfer. Mr. Miller, was in the city with a lot of fine horses; among them he had a very superior span of bay matches, which I purchased of him. Of my friends, the Bruces, I purchased a pole and double harness, and at another house a pair of blankets, halters, &c. Everything being now arranged after my liking, myself and the Doctor took our leave of Memphis on the afternoon of the 23d ult. Many, no doubt, envied us our fine span and gay equippage as we departed from the city, and we ourselves felt justly proud of our new conveyance, and considered that we were fully armed and equipped for a long and tedious journey. But, alas! how often we are deluded, and how frequently are our brightest hopes blasted in an hour when we dream not of disappointment. In the evening we halted for the night in Germantown, a small village 15 miles from Memphis. The next morning, when on the road for Collierville, we discovered that one of the span showed signs of distress; but not thinking they were of a serious character we continued on, and when about three miles from the place last mentioned, he manifested a weakness that caused him to stagger. We were therefore compelled to unhitch him, when Dr. A. volunteered as a substitute, while I led the sick horse into the town. In three hours from the time we put him in the stable, we discovered, to our great discomfort, that we were minus a horse!—a very pleasant situation to be

our great discomfort, asant situation to be

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THE COACH-MAKERS' MAGAZINE.

placed in just at that time. I took the cars for Memphis, with the hope of finding another horse to serve as a mate for the live one, but finding nothing that would mate him for a smaller sum than \$400, I concluded to put the one horse before the vehicle and proceed slowly until I could hit upon something to answer my purpose.

On the morning of the 30th ult., we renewed our journey with half a team. The first stop was at Macon. Here we found two enterprising young men, (Miller & Hinman,) engaged in the manufacture of carriages on quite a respactable scale. We saw one light open buggy that was built for the Fair, which in point of style and the neat execution of workmanship, compared favorably with the best class of this kind of work I have ever seen anywhere. These gentlemen have the right of my "Top Lifter."

On the evening of the 31st, we hauled up in the somewhat busy little town of Summerville, where I was favored with a hearty shake of the hand of my old friend, R. R. Ridley, who, I am happy to say, is doing a flourishing business. He is just completing a new brick shop, which when done, in connection with the large building he now occupies, will give him as fine a factory as Western Tennessec boasts of. I likewise left the right to apply my "Top Lifter" with him, which, by-the-way, proved quite a favorite with the good citizens of Summerville.

A NEW YEAR'S DINNEB.

On the morning of the New-Year we took up our journey en route for Brownsville. The day was charming, with a sun as warm and cheering as that of "Mayday" in the North. At about mid-day we halted in front of a large farm house by the way-side, with the view of feeding our horse, and, if possible, indulge in like manner ourselves. The first person visible was a big greasy wench, of whom I inquired whether we could have our horse fed. "No, massy, we does'nt 'commodate strangers here." But upon insisting that our animal must, in some way, be fed, she called to a black man, who came up and told us that "all de white folks" had gone off to spend the New-Years, but that he could feed our horse. Having him comfortably "stowed away," I inquired of the black femenine whether she could not get up a little dinner, adding (the all important) that I had some "pin money" for such a favor. "O lor yes, Massa, I kin git you a fust rate dinner, shure," was the ready response, when she "made a break" for the cook house. In the mean time, myself and the Doctor were left to roam about the wood-yard at pleasure, until the promised "fustrate dinner" was ready for our consumption. In place of being invited into the house, as we were momentarily expecting, the colored dame made her appearance at the gate of the wood-yard with a large iron platter, red with rust, and which contained our "New-Year's dinner. Near the centre of the yard stood a large locust tree, beneath which was a carpenter's work bench. On this the provisions were placed, and we were very politely invited to dine. I took my seat on the "festive board" at the right, and friend Armstrong in like manner on the left, when we quietly surveyed the sumptuous fare of which we were about to partake. In the centre of the dirty iron platter was placed a plate of fat bacon, which prominent dish was surrounded with a saucer of cold mashed turnips, a chunk of coarse corn bread, and the piece of a goard containing a small portion of coarse salt. This completed our New-Year's repast. The kind of fare we received, the time and place in which it was offered to us, were of such a character as to render it a novelty, though it was not quite so desirable as we might have wished it.

The same day we drove through to Brownsville. Here we made the acquaintance of Mr. A. J. Klyce, who we found to be a prominent citizen and a worthy coach-maker. It is not often my good fortune to fall in with a more intelligent and agreeable brother mechanic than Mr. K., and I only regretted that my time was so limited as not to admit of a more extensive acquaintance with him. He is about introducing machinery into his works, and when all his arrangements are completed, he will

placed in just at that time. I took the cars for Memphis, with the hope of finding another horse to serve as a mate for the live one, but finding nothing that would mate him for a smaller sum to purchase the right for the whole of his county.

The 4th inst. finds us in the rustic little town of Trenton. Here is one large shop, the proprietors of which are Messrs. Myler & Davis. They have been engaged in the business for over three years, and it is my pleasure to state that they have succeeded manfully in that short space of time. The character of their work is of such a stamp, that they have succeeded in gaining a wide-spread reputation as first class manufacturers. Mr. Myler, the junior partner, is a practical and enterprising business man. This factory purchased three counties of our "Lifter."

To-day I have had the good fortune to find a mate for my lone horse. To-morrow morning we will take the mud again with a full team. More anon. C. W. S.

THE PROPER SEASON FOR CUTTING TIMBER.

This is an important subject to carriage-makers, and indeed to all workers of wood, and we are right glad to see our brethren in the business employing their sharpened steel on paper as well as on wood, in shaping a principle as well as a substance so interwoven with the mechanical arts.

The following remarks from one who can use both pen and axe, we hope will lead to closer observation and a clearer insight into cuting and preparing timber for mechanical purposes.—ED.

Many are the discussions which have been had upon the question, "which is the best season of the year in which to get out timber for the manufacture of wagons and carriages, in order to secure the greatest degree of solidity, toughness and durability." It has been almost universally claimed that the winter season was preferable for various reasons.

First, because the timber was then freer from sap, it being asserted that the drying out of the sap (when the timber was cut in the summer) left it open and porous, and consequently brittle; besides, leaving the fibres more detached, thus destroying its toughness and solidity.

Secondly, it was claimed that the sap contained in the wood in the summer rendered it sweeter, and consequently more tempting to (those pests of the workman) worms.

Thirdly, when the sap was out, it was claimed that the wood having less natural moisture, was sooner dried, besides being less susceptible to the action of the atmosphere and water, and of course not so liable to decay.

Fourthly, timber when cut in the summer was more liable to check, thus involving a great loss, as well as rendering what is saved less valuable.

These rules have been laid down as axioms by many whose experience and close observation, added to the plausibility of the arguments adduced, seem almost to defy successful controversy. Yet there are those who claim that there is no truth in the arguments, and that of course the conclusion arrived at, viz: that that season of the year (the winter) in which timber is most free from sap is the most favorable for cutting, is false.

I have in my mind at this time a former boss, who, to strong natural sense, united a habit of close observation, whose boast it was, (and justly, too,) that no man worked better timber than himself. This man's theory was, that timber was the best cut when the porce of the wood were filled with sap.

First—because when the sap was flowing freely through the wood, the pores were all filled; that if cut at this time the watery part of the sap passed off by evaporation, leaving the substance in the form of a glutinous matter, which served to fill the pores, thus rendering the wood more solid, and increasing its toughness by uniting the fibres more closely to each other.

Secondly—when the wood is filled with sap, the bark is easily removed, destroying the egg which produces the worm, and thus preventing their rayages.

Thirdly—when the pores of wood are filled with the glutinous

Con Brown



atmosphere and water, and conequently less liable to rot.

this: "Sheds are a certain preventative." If this man's theory is true, then it inevitably follows that the summer is the proper season in which to get out timber. Thus we have two theories, the exact antipodes of each other, each supported by arguments plausible in themselves, and drawn from the experience of the advocates of the theory for which they contend. In such a contest who shall decide? Surely not DE WITT.

THE EFFECTS OF STEAM ON TIMBER.

One of the most important discoveries of modern time is the great improvement on timber, by such a simple process as that of ranging its temperature by steam. Simple as it appears, it is only a late discovery, but liable to be put to extensive and very important use. We give it as it is:

Mr. Violitter has lately presented to the Academy of Sciences

in Paris, a very able communication on the desiccation of different kinds of wood by steam. He stated that steam raised to 482 degrees Fah., was capable of taking up a considerable quantity of water; and acting upon this knowledge, he submitted different kinds of oak, elm, pine, and walnut, about eight mehes long and half an inch square, to a current of steam at seven and a half pounds pressure to the square inch, but which was afterwards raised to 482 degrees.

The wood was exposed thus for two hours. It was weighed before it was exposed to the steam, and afterward put into close stopped bottles until cool, when the samples of wood were again weighed, and showed a considerable loss of weight, the loss of which increased with the increase of the temperature of the steam. For elm and oak the decrease in weight was one-half, ash and walnut two-fifths, and pine one-third. The woods underwent a change of color as the heat was rising from 395 degrees to 428; the walnut became very dark, showing a kind of tar, formed in the wood by the process, which was found to have

a preserving effect on the wood.

It was found that wood thus treated became stronger-having an increase in the power of resisting fracture. The maximum heat for producing the best fracture resisting power for elm was between 302 and 347 degrees, and between 257 and 303 for the oak, walnut, and pine. The oak was increased in strength fiveninths, walnut one-half, two-fifths for pine, and more than one fifth for elm.-These are but preliminary experiments which may lead to very important results, and are therefore interesting to architects especially. By this process the fibres of the wood are drawn closer together, and maple and pine treated in the steam at a temperature of 427, were rendered far more valuable for musical instruments than by any other process heretofore known. This is valuable information to all musical instrument makers:who knows but this is a discovery of the Venetian fiddle-maker's great secret!

EXPLANATIONS OF THE DRAWINGS.

Plate No. 10.

NO. 8.—CLOSE ROCKAWAY—COUPE.

BY. J. B. PEEK.

As to the construction of this carriage, the designer says:

In presenting this design, I do not indulge in the vain hope of meeting the sanguine expectations of all, but I do flatter myself with the belief that each one will observe some new feature that it embraces, which will be worthy of their approbation. The front part of the body, with the driver's seat, is after the modern style of crane-neck fronts; the neck is pannelled over on top, and the seat is made separate from the body, in the style of a coach.

matter (mentioned above) it is less liable to the action of the except the iron rail on the end of the seat, which is screwed to the front pillar, and can be taken off at any time. The lower As to the objection that timber got out in the summer is more back quarter pannel extends up under the top quarter, and that As to the objection that timber got out in the summer is more coming over forms the sweep, The back spring, it will be seen, is also new. The construction of the body will be fully compressional timber got out in the summer is more quarter, and the construction of the body will be fully compressional timber got out in the summer is more quarter, and the construction of the body will be fully compressional timber got out in the summer is more quarter. hended by consulting the drawing. The moulding of this job is a remodel of the old style, with an improvement, as will be seen in the plate.

Plate No. 11.

NO. 9.—BRIDGEPORT PHÆTON.

BY JOSEPH IRVING.

This is another of the fine sketches of our assistant, Mr. Irving. A view at the side elevation of the body, will, at a glance, impart the necessary information for its construction. We need only add, that the arch is formed and supported by a rod of iron of suitable strength, as represented in the drawing.—Ed.

NO. 10.—LIGHT ROAD SULKEY.

The design here presented, is one of the most approved style of "road sulkey." The seat is supported upon 3 rods of iron in the usual form, and an ornamental brace put in the centre, on both sides, as represented in the sketch. The vacant appearance so common in the ordinary sulkies about the scat, is in this design very much relieved by the application of the patent leather, fancifully stitched, as shown. It would also add to its appearance to plate the ornamental braces in the centre. This design is by Irving.—ED.

NO. 11.—CITY CALECHE.

BY IRVING.

We look upon this design as decidedly the best "City Calash" we have ever illustrated. It has not only got the appearance of lightness and comfort, but it is equally durable and simple in its mode of construction. Moreover, it is a very original model for this class of carriages.

The drawing being so accurately executed, renders a written description of its points unnecessary, as it is simple, plain, and easy to comprehend .- ED.

PLATE NO. 3.—DESIGNS FOR STITCHING.

This design is intended for a stitched ornament for the boot of a buggy. It is new and tasty, and if neatly executed, makes a fine ornament for such purposes. We have a design in preparation which will appear in our next-a style of trimming without lace. This design makes a plain and very neat job, and is coming extensively into use where stitching machines are used-raised work taking the place of lace

DESIGNS OF CARVED ORNAMENTS FOR CARRIAGE PARTS.

BY J. B. P.

We commence in this number, a series of carvings in full size for the different carriage parts, which can be used directly as paterns when pricked and laid on the wood ready for carving.

Fig. 1. Back Spring Bar-half.

Back Axle Bed, " 3. Front Spring Bar,

" Head Block. 4.

Front Axle Bed,





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THE NEW PATENT LAW.

WASHINGTON, Feb. 5th, 1858.

The patent bills recently introduced by Messrs. Taylor, of New York, and Chaffee, and which were referred to the Committee on Patents, have been harmonized by those gentlemen, and will probably he reported to the House at an early day.

The bill agreed upon proposes several important changes. It makes the office independent; increases the fees to meet the increased expenses; creates a Board of Examiners in Chief, in order to secure uniformity in granting Letters Patent; gives an appeal to the Chief Commissioner, and makes his decision final; limits the time in which an interference can be made to two years, after which time it compels the parties to go into Chancery and take proof regularly in court to test their respective rights; removes the restrictions on foreigners, and makes all persons equal, without regard to citizenship; allows no withdrawals, no additional improvements, no disclaimers, and no caveats. It compels the attendance of witnesses, as in civil suits, and authorizes magistrates in all the States to take testimony.

The design of the bill is to restrain the indiscriminate issue of patents, and at the same time protect inventors and the rights of the people.—N. Y. Times.

This ceriainly seems to be a step in the right direction. We are glad to see a move of this kind. It has been seen and felt for a long time, that some reform in this department was greatly needed. Whether the new patent law proposed will meet the wants of the people; whether it will be found salutary in correcting existing evils, and giving proper encouragement to inventive genius, by securing claimants to the respective rights, of course remains to be seen.

But it cannot be denied that the Patent Office, properly conducted, is the most important governmental institution of our country, and whatever superiority we possess over other nations in practical mechanteal invention, is due, in the main, to the superior facilities afforded by our patent office system. It is through the facilities afforded by this office that we come in possession of almost all our improvements for the prosecution of the arts, manufacturers, commerce, and agriculture-improvements which not only facilitate industry, but promote prosperity, intelligence, and civilization. In fact, it may be said that art hardly supplies us with a necessity, a convenience, or a luxury, that does not come through the patent office. This office then, should be as open, free as possible to the public; in fact it should be the home of the inventor. The business should be conducted in so plain and simple a manner, as that claimants would feel as though they were invited to participate in its benefits, rather than repulsed by formalities and technicalities which are so embarrassing in prosecuting their claims.

Again, in matter of improvements, justice demands that this narrow policy of discriminating between citizens of our own country, and those of other nations, should be done away with. There is no reason, when sufficient fees are contributed to meet the expenses of the department, why one person should not have equal advantages with another, without respect to citizenship. Policy also dictates such a course. For the benefit of an improvement—secured by a patent—is not confined exclusively to the patentee, but is a public benefit, of which every individual re-

ceives a share. It is a sorry comment too, on this department, that letters patent are frequently granted when prosecuted by patent office attorneys or agents, which have been rejected when applied for by the inventors themselves, thus showing that patents are not granted upon the merits of the invention, but depend upon the force that is applied to press them through.

A NEW FEATURE IN THE MAGAZINE.

Our friends will observe on looking over the pages of this number, that it is the most perfect and complete issue of the "Coach-Makers' Magazine" ever published. The new feature of introducing practical working designs for carriage carving can not but meet the hearty approbation of every one interested in that particular branch. But aside from this the Elagazine is highly improved in all the other branches it represents, and with the encouragement we are now receiving by almost every mail, we are determined that the Elagazine shall lack nothing that time and labor will procure, to render it more attractive than it has ever before been. We shall not

Pause to sigh o'er moments gone— The past can ne'er return; But our watchword ever shall be: "Time presses—haste thee on."

C. W. S.

TERMS OF THE MAGAZINE.

It will be seen by reference to the price of the Magazine on the cover, that we have returned to our terms of 1857, instead of adhering to the list that was made for the present year. This we were induced to do at the solicitude of our old subscribers, they preferring to pay the extra club price and have the Magazine kept up to its original size and form rather than have it reduced, as was contemplated when our list of prices was made out for this year.

This number of the Magazine will be found to contain the different departments complete, all of which will be continued in future. We have now completed such ornaments as will enable us to give the latest improvements in the various departments of carriage-making. These departments will be found an interesting feature in the Magazine from this time on, as they will afford the carriage-makers throughout the country an opportunity of examining the different styles of carriage work, as executed by the best mechanics in the country.

COLEMAN'S SHAFT COUPLING!

If affords me great pleasure in being enabled to say to the readers of this Magazine, that I have had in constant use for the past four months, a pair of "Colemen's Patent Shaft Couplings," and that they have rendered entire satisfaction. They have not been touched since they were applied, and yet they are no more inclined to rattle than the day they were put on. It is decidedly the best improvement in this department of the extriage I have ever used.

C. W. S.

Wanted.—B. G. Everson, of Batavia, Ohio, wants a situation as Carriage-Painter.

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GUARD WHEEL MACHINE.



The above cut of this machine represents the operatior in the act of driving the spokes in the hub. This part of the process, as will be seen, is performed without removing the hub from the machine, where it was placed at the commencement.

IRONING DEPARTMENT.

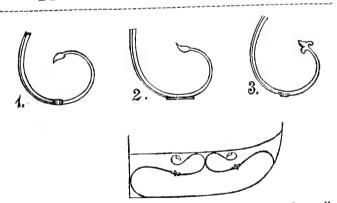
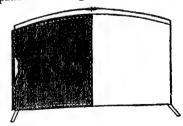


Fig.'s 1, 2 and 3 represent the different ornamental scrolls used by the Ironer. The two first scrolls terminate in leaves turned either spiral or ascending. Fig. 3 is called the "Tulip Seroll," and is the most ornamental design for this kind of work. These scrolls can be used for many purposes, viz: joints, steps, loops, or rails.

Fig. 4 is a combined scroll, filling the space between the arm rest and back pannel moulding on rockaways.

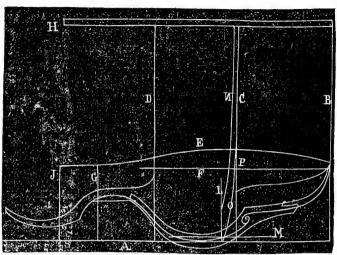


DASH DESIGN.

10000°

This is a plain, yet very neat and tasty design of a light dash. chase as soon as they were brought into market.

FRENCH RULE.



We introduce, at this, our third lesson, the application of the hinge pillar to the sill, for which purpose we first lay the pattern of said pillar with the swelled edge on perpendicular line C, and the lower end to rest on base line A. We draw next lines L. N. O, which represent the cross section of the hinge pillar. Line O shows the throw under; line L is the inside edge of the pillar, which must be always perpendicular with the base line. Having laid your pillar corresponding with the throw under of the body, we draw the same on the draft board by describing a line around the pattern. Now take the distance from the point where line M crosses line C to line L with your compass, and add to this & inch (the thickness of the pannel). Place one point of your compasses on line C where it crosses line E, and transfer the measured distance towards line F, and mark it with point P, which gives you the exact place where the inside of the tenen or line L intersects the sill, and where you gauge afterwards the mortise for the reception of the hinge pillar tenon. In working the mortise, you will bear in mind that you have to gauge towards line E on the outside of point P. We next ascertain the exact length of the tenon of the hinge pillar, which is shown by line M, where it crosses line O. In measuring the thickness of the sill above line M, we decide, then, whether we want the shoulder square or beveling, to fit the top of the sill. If we want it square, we have to cut a corresponding surface in front of the mortise, so as to fit both together; if beveling, we have to cut the shoulder to rest on the top of the sill.

TO BE CONTINUED.

A NEW DRAWING-KNIFE.

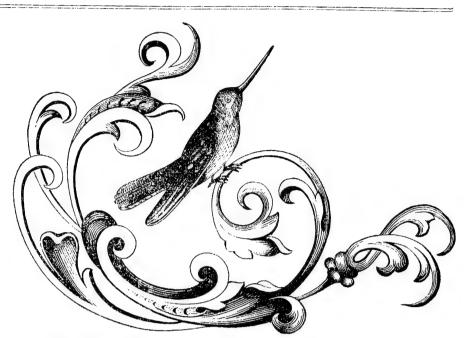
Messrs. Watrons & Co., have just invented and secured letters patent upon a "drawing-knise" upon a new principle, which promises to be a very convenient and useful tool to carriagemakers, and in fact to all other mechanics whose business requires the use of the drawing-knife. This knife is constructed with moveable handles in such a manner as to admit of the blade being turned up or down. It was beautifully finished, and had the appearance of being—and doubtless was—of the best material and workmanship, as this Company has a high reputation as an edge tool manufactory.

This knife was shown to a number of mechanics in our city, and pronounced by them as a grand improvement on the old knife, many of whom have since made anxious inquiries respeeting the progress of its manufacture and introduction to the public, expressing at the same time a determination to pur-

COCO (5)

The annexed engraving, if tastily got up, will do to throw in to relieve a pannel on almost any job. The colors, of course, must be in accordance with the taste of the painter and the color of the groundwork on which it is to be laid. The natural color of the male humming bird is bright green on the back, and wings lightening to a yellowish dove color on the under portions of the body, while the females are a brown on the back and light colored under the body.

It is a good plan for new beginners in ornamenting, to make a draft of their ornaments and then shade them up with water colors. This practice will improve them in drawing, as well as give them a more correct idea of the colors to be used in order to give the ornament its proper effect,



URBANA, Feb. 20th, 1858.

MR. EDITOR-Sir:-In the February number of your ever popular Magazine, is a communication in which the reputation of Noble & Hoare's Varnish is, in my estimation, rather roughly handled. In dissenting from the oponion assumed by Mr. Rodier, it may be well to state that I have had some twelve years experience as a carriage-painter, and, have used varnish from all the factories of note in the county; it will therefore be readily admitted, that I ought to be "posted" on the subject.

As an American who feels a just pride in his country, and the matchless skill of our inventors and manufacturers, it does certainly go against the grain to differ with your correspondent as to the superioriority of the American varnish over the imported articles, but candor and justice compells me to do so.

Mr. Rodier characterizes the English Varnish as "bad sttuff." Now, if it is deserving of no better name than that, I must saysetting my own opinion aside—that not one of the large number of painters of my acquaintance know what good varnish is, for they, to a man, by preferring it to all others for the finishing coat, pronounce it good stuff, and give Johnny Bull credit for knowing a thing or two in the way of varnish making, if he is a slow old fogy in other matters.

Your correspondent wishes those who are so fond of using English varnish, to state their reasons for giving it the preference. I will give mine in a few words, and I think that a vast majority of painters everywhere will agree with me. In the first place, it works easier, will bear more brushing, and is consequently better adapted for heavy work, large pannels, &c., than any other that I have ever used. Secondly, it flows better. Thirdly, its gloss is unequalled, and, lastly, for durability it is peer.

Convince me that as good an article of American make can be procured, and I will unhesitatingly give it preference, and use my influence in its favor. In conclusion, I would say, that I do not think the day is far distant when we will have a native article equal, if not superior, to the imported. But, that time is not yet. Important strides towards this end have been made by our varnish makers within the past four years, and, Ohio, wants a situation as body-maker.

doubtless, ere long they will compete successfully with their "Hinglish" rival, a consummation which I, for one, will hail with pride. WM. II. TRUESDALE.

"WHO SHALL DECIDE WHEN DOCTORS DISAGREE?

There seems to be a difference of opinion as to the relative merits of English and American varnishes—as upon all other subjects-by those who ought to be the best qualified to judge. This difference of opinion may be the result of honest conviction of the parties, and yet it may grow out of a lack of sufficient experience with both, or all kinds, to give each the credit it deserves, for it is well known that different kinds of varnishes behave differently under the brush; therefore require different working in order to test their merits properly. English varnish not being as heavy as American varnish, will not bear as stiff a brush, but should be applied with a badger, and brushed downwards when from its easy flow will produce an even coat and good surface; whereas, if put on with a stiff hog's-hair brush, and brushed horizontally, or from left to right, and from right to left, it will be thrown into folds, and run and make bad work. The American varnish also requires a peculiar mode of treatment in order to bring out and exhibit its best qualities. Therefore, when the same course is pursued with both American and English varnishes, it is not surprising that unsatisfactory results should sometimes be obtained.

One of the best painters in our city tells us he acquired such a prejudice against English varnish, by improper management with it, that he set it aside as far inferior to the American varnish he was using. But this prejudice was removed when he had experimented with it sufficient to learn its value. Now, as the American painter can have but one object in selecting his varnish, he should be careful that nothing should stand in the way of his procuring the best article without regard to the location of its manufactory.-ED.

WANTED .- William Harvey, of Millersburg, Holmes County,

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DIGNITY OF MECHANICAL PURSUITS.

If dignity consists in worthy and noble actions, then there is dignity in mechanical pursuits. For what is more noble than to employ our energies to supply the world with the fruits of industry—the comforts of civilization? If it is noble, if it is dignified to confer blessings upon ourselves and others; if to inameliorating the condition of our fellows, and conferring happiness upon the world; if to employ our labor, our genius, and ano mechanism in the fabrication of those articles which are not only essential to our pleasure and happiness, but are indispensable to our existence as a nation and a people; if to construct roads, to build ships, that commerce may be extended to all nations and all people, carrying the blessing of civilization, education, and refinement to all mankind, then, we say, there is dignity in mechanical pursuits.

It is a singular vagary, says Ewbank, that men to whose ge nius and industry the world is indebted for what is most valuable in it, should have always been held in low esteem. A habit of modern, it was a passion in former times, to look askant at those who use the hammer or spade, under the fond delusion that the less wise men had to do with gross matters, the nearer they resemble the Great Spirit; whereas God is the greatest of workers-the chief of artificers. So far from locking up his wisdom in abstractions, he is incessantly embodying it in tangible things; and in them it is that his intelligence, ingenuity, and In him the squeamishness of half-formed philosophers and of high-bred fashionables respecting manual and mechanical pursuits, finds no sympathy, but terrible rebuke. His works proclaim his preference for the material and useful to the merely imaginative, and in truth it is in such that the truly beautiful or sublime is to be found. A steamer is a mightier epoch than the Iliad; and Whittemore, Jacquard, and Blanchard, might laugh even Virgil, and Milton, and Tasso, to scorn.

There is, moreover, a morality belonging to the arts that as yet has been little heeded; a lever, hammer, pulley, wedge, and screw, are actual representations of great natural truths, and the men who rovealed them may be said to have been inspired. The divine afflatus flows through many channels. In fact all truths are allied-the decalogue being an exponent of moral, as are mechanical inventions of physical, and axioms in science of philosophical verities-hence, whatever science discovers and art applies is divine, and ultimately tends to cradicate evil; indeed, all teachings begin with the arts, and nothing is more certain than all must end wilh them. If we glance at existing nations, we invariably find those that excel in arts and sciences, most deeply imbued with moral principles—the foremost and most active in the benevolent enterprises of the age.

Inventors, then, are revealers and expounders of the practical doctrines of civilization, and more than any other class have they shown us how to lessen life's evils and multiply its good. The connection of morals to expanding science and art, and the necessity of their union to the elevation of the species, are beginning to elicit attention. It is now perceived that deviations from principles of science—either in agriculture, arts, manufactures, in processes or pursuits of any kind—are errors, and all errors, in an extended sense, are SINS—are violations of Divine laws. And though sins of ignorance they carry; and will forever carry, their punishment with them, viz: in imperfect results and the from love. It was well for the old anchorites that they retired infliction of unnecessary unconveniencies, expenses, and toil, in into seclusion, where men would not find how peevish they were spending strength for naught.

Not till mechanical as well as ethical science is fully explored and universally applied can man attain his destiny, and evil be swept from the earth.

It has been regretted also; as an evil of magnitude, that, while the arts administer to the necessities of the species, a general knowledge of them has not been demanded as a feature of popular education; that while the works of historians, poets, theorists, have been adopted as models by which to form the taste and excite the ambition of youth, the great doctrines of life, as exemplified in the process by which the products of the planet. its forces, and the properties of its substances are converted into vestigate the sciences and employ the arts for the purpose of the elements and accessories of material and consequently of mental refinement have been neglected.

But such are errors belonging rather to the past than the present or future. Their detection is a presage of their disappear. ance. Evils incident to the progress of society they, with many others, are only gradually to be surmounted. The philosophy or physics of the workshop are but beginning to be understood,true estimates of its value to be formed :- indubitable proofs, however, that the movements of civilization are onwarp and upward. It is now perceived that in ordinary avocations, principles of science are invoked that furnish subjects of research to the profoundest minds, and such as may serve to quicken and enrich the perceptions of the most inquisitive.

THE ELEMENTS OF SUCCESS.

Rev. Henry Ward Beecher in a recent lecture on "Success and Failure in Life" made the following remarks:

Let us look for the elements of success.

First-One is health. Health should be preached and taught as a duty, and a morality, and the want of it is an immorality. We would not say health is one of the christian graces, but that it underlays them all. Nearly all the great ends of life require resource are made manifest. What is this world but one of his health to their attainment. In a high state of physical health workshops, and the universe but a collection of his inventions? each and all the members are better able to perform their resource. pective functions. God made man and nature to be in such harmony, that in health there will be the greatest happiness in the mere joy of sentient, active being.

The social affections depend much on a healthy body. Where one man is made gentle by bodily ailments, a hundred are made peevish. The dyspeptic carries more fagots and hotter fires in his stomach than ever burnt in Smithfield.

Even more needful is health to the intellectual and moral nature of a man. Some men think the mind is like a bird's nest, perched in the topmost branches of a tree, but not a part thereof.

But the mind is more like the blossoms of a tree, affected by everything which affects the body. Some who come to ministers complaining of moral disease need a physical regimen, and moral condition will often be determined by physical condition. Mighty as truth is to the conscience, the sponge to the skin mightily helps it. You cannot keep God's moral law and negleet his natural law. It is far easier to keep them both at once, than either separately. Every sanitary improvement, made in a great city, is a step towards the improvement of its morals. A sick minister is not a fit leader for a congregation. Ascetism, false philosophy and other evils which have disturbed the world have sprung from understandings clouded by unhealth. Most of the greatest heresis were biliary in their origin. In the morning when the body is fresh from rest, the world seems bright and pleasant, and not large enough; at noon it is not so large, and at night, everything seems discouraging and the world vastly too large. At morn we carry the world on our shoulders, at noon we lay it down, and at night we are glad to lie upon it and let the world carry us.

Health is necessary to the Christian graces. Many of them are utterly impossible to sickness. Ascetism, too, is the result of ill health, and is not compatible with the religion that springs for had they not, they would never have got into the calendar,

or they would have got into that other one. There are exceptions to the rule, for there have been invalids who have taught noble lessons, but health is essentially the prime

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element of success in life, because it enables all others to give out their true value. What good would all the wealth of the continent do, if one had the colic. A man may have what he pleases-if he has the toothache, it is of no use.

The second clemett of success is the ability to open and exert all the parts of a man's nature. This is to educate. Education is the ability to are with power all the elements of power which God has pur in as. A man's power lies in the combined action of all his powers. One finger has some power, another has another use, but when we wish to grasp in carnest we take the whole hand. Force is not cultivated enough in our day, for fear of strengthening impetuosity, or passionate energy, which may produce evil results. Yet it is what good men need to make progress with. It is only by using every part of the mind that great results can be attained.

Men are apt to make their happiness depend on one or two faculties, and if these are blocked up, they are deprived of pleasure. For instance, some cat to repletion, and talk to them of moral subjects, they say—"I am full happy, let sickness come," and put their whole happiness into bodily enjoyments. They had a parlor, but they lived in the kitchen, and when that

was swamped, they had nowhere else to go.

Other men seek their whole happiness in the exercise of their executive facul ics. They find happiness only in stir and business, and say that is happiness. So long as they are prosperous this may be true, but how do such men feel in these times? They are all adrift now.

Others take pleasure in the things which touch their pride, and so long as they are well off all is right with them. Others find pleasure only in the praise of men. But this is a tower that easily will fall, and as it is their only tower, when it falls all is lost. It was built that they might sit in it and hear people say as they went by—"That is a fine building; who built it?" And when they come down to lower quarters from a four-story house to a two-story house, from Turkey carpets to three-ply, they are miserable, for people cease to praise them through their

Other men make taste and refinement the unconditional element for enjoyment. Yet there is nothing that will touch a man and scourge a man so much as depending solely on this.

Another man, and he is the nobler of them all, puts all his happiness in home life. They invest all their capital in the bank of love, and when that is broken, they become mere bankrupts.

Education should make it possible for man to retreat from one faculty to another, till he has gone through the whole mind. There are tunes of joy to be played on the top of the scale when species, but identical. all the lower notes are destroyed.

Another capital element of success in life is the art of living with men. No man has succeeded in life who has not learned to live with his fellow-men. There is no trouble in living with men if you can love them, and the power to live depends more highly heated during stirring; but those for black teas are left on what you are than on what they are. Love will always gain in heaps for some time, where by spontaneous heating they an echo of response. That man who gathers joy out of every human countenance, as the bee gathers honey from every flower, cannot be said to have lost success in life. Many young men think that the necessities of business require them to be in the world like a saw, to rip and tear along, regardless of others. The man who has worked to enrich himself, has not succeeded in life. That man pays more than its worth for gold, who pays his heart.

The next element of success is for a man to have such a training as to use his external circumstances when propitious, and not to lose himself, while at the same time he does not break down under adversity. We may mark the progress of the world by this, that men who have attained wealth have employed it in these disastrous times to do the behests of their better nature. We were pleased to see a man standing on the pedestal of prosperity, and giving such noble witness of true manhood, but it was something greater than that to go down from worldly prosperity and exhibit a Christian phase of character at the other extreme. It is a great thing to stand with a perpetual equiposic of contentment. That is manhood, and that is success.

The last element of success to be now mentioned, is the greatest-the religious-but it need not detain us, for it is presented every Sabbath from all our pulpits.

To win success in life, it is not needful to do what we set out to do, or to succeed in the material part of life at all. All his worldly desires may be thwarted, and yet man may succeed.

Some persons deem a man ruined—not when he has lost his integrity, his honor, his reason, his family his wife, his healthbut when he has lost his property. That may be the way that man makes man, but that's not the way that God makes man. The bankrupteies that hurt man are not the bankrupteies of the pocket.

Many men would have done better in this world had they not been wrongly placed. No person would wonder at the failure of an ox on the race course, or at the failure of a racer in the plough. No man will do well who has not that occupation that fits him. The fitness of a man for his work is scarcely ever thought of. It is not to what occupation a young man is adapted that men look, but to what people think of it. Many men are forced into the ministry, for instance, for which they have as much fitness as the multiplication table has to be the ten commandments. It takes a very honest man to stand in a place where he cannot succed .- Passing by all the points, which, did time permit, we might enlarge, such as the effect of the imagination, pride, and the like, we come at last to a close with that which embraces in itself all that is needed for success in life :-

"Finally, brethren, whatsoever things are true, whatsoever things are honest, whatsoever things are just, whatsoever things are pure, whatsoever things are levely, whatsoever things are of good report; if there be any virtue, and if there be any praise, think of these things."

TEA.

The tea plant, thea Chinensis, is an evergreen shrub, indigenous to China and Japan, in both of which countries it is largely cultivated. It has also been grown with success in South Carolina, and may yet become one of the agricultural products of that State.

There are several commercial varieties of tea: the Hyson, Gunpowder, Imperial, Schulong and Bohea, classifled under the designations of green and black teas; but Warrington's investigations (Chemist, 1851) have well established the fact that the green and black teas are from the same plant, and this strengthens the belief that there is but one species of tea plant. stricta, T. Bohea, and T. viridis, are consequently not different

The color, flavor, form, and strength of the different kinds of tea in commerce, vary with the preparation and mode of manipulating. The leaves for green teas, are transferred to the roasting or drying pan as soon as harvested, and are at once undergo a kind of slow fermentation, which changes the nature or their constituents and consequently their flavor. The leaves thus heated, as soon as they have withered, and acquired a certain degree of fragrance, are removed to the roasting-pan. The black color is due to the exidation of the extractive of the leaves, and not to artificial coloring matter, which is probably the same for both kinds of tea, and consists of a mixture of Prussian blue, gypsum, and turmeric. This coloring matter is called the glazing, and tea glazed to the maximum, is that variety known as gunpowder. Schulong tea is the hyson aromatized with the leaves of the olea fragrans (fragrant olive). The manner of rolling, and possibly the age of the leaves at the time of harvesting, constitute the difference in other varieties.

THE REASON .- "Wherever I go," said a gentleman remarkable for his State pride, "I am sure to find sensible and intelligent men of my own State."-" No wonder, said the person he was addressing, "for every man of that State, who has any sense, leaves it as fast as he can.'

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BARKS.

The bark is that portion of the plant which envelops the root, trunk, and branches, and may be compared to the integument of an animal; like it, protecting the delicate organs within from external injurious impressions, and subserving other and somewhat similar purposes. It consists of four distinct layers, the epidermis, the cellular, the integument, the cortex, and the liber.

The epidermis is the thin, dry, transparent, non-elastic membrane forming the outer covering of the bark, and presenting a striking analogy to the cuticle of animal skins. As the plant grows old, this coating thickens by the superposition of internal layers, and eventually cracks—becomes detached, and falls off. The vital principle seems wanting in the epidermis, and it seldom or never contains astringent or other substances.

The cellular integument, or parenchyma, is the greenish, succulent layer, immediately under the epidermis. It is generally the seat of color, being thus analagous to the retenucosum of animals. The stems and branches of both annual and perennial plants are invested with it; but in woody plants it is dried up and reproduced continually. The old layers remain—are pushed outwards by the new ones, and form, at length, the rigid, dry, dead covering of the old trunks of trees.

The cortex, or true bark, consists of but one layer in plants, and branches only a year old; but in the older branches and trunks of trees, it consists of as many layers as they have years of age. The bark contains a large number of woody fibres running generally in a longitudinal direction. These give it tenacity, and when separated by maceration, usually exhibit a network of a regularly reticulated structure. The virtues or properties of particular plants reside chiefly in this bark, and principally in its inner layers. This is the case with certain resins an aromatic oils, with the bitter of cinchona, and the tannin of the oak and willow.

The liber is the inner layer of the cortex, and consists of laminæ, bound together by a cellular matter, which when dislayer, and its destruction is generally fatal to the life of the plant, while the outer bark may be peeled off without injury to it. Advantage of this fact is taken in girdling trees, an operation which is not successful unless the axe is made to penetrate below the liber.

Cinnamon.—This is the bark of the laurus cinnamomum, from which the epidermis or cutiele has been removed by seraping. The tree is indigenous to, and abounds in the island of Ceylon; and grows also in Cochin-China, Sumatra, the Cape de Verds, Isle of France, Brazil, Cayenne, and some of the West India Islands. Of the many varieties, the following are most important :-

1. Cinnamon of Ceylon. - This is found in commerce in thin, quill-shaped pieces, the smaller of which are inclosed in the larger, so as to form concentric cylinders. These quills are met with in bundles tied together with bamboo string. It is of a light-brown yellow color, of a peculiar agreeable odor, and aromatic, pungent, sweetish taste. It is very brittle and friable. This is the most costly variety, and it owes its flavor to a volatile

Cinnamon of China .- This variety, though of very good quality, is inferior to the preceding The bark is heavier, thicker, of a deeper color, and of stronger but of less agreeable taste. It is known in commerce as cassia, and comes in single quills.

3. Cayenne Cinnamon.—Of this there are two sub-varieties.
The first is that from trees of Ceylon stock. It is paler and thicker than that from Ceylon, owing, as Guilleman says, to the too great age of the branches from which it is taken. ond is the product of a cinnamon-tree introduced from Sumatra, and is very similar to that from China. It is thick, of a very strong taste and smell, and very mucilaginous.

THE STRUCTURE AND CONSTRUCTION OF SKIN.

body, and are prolonged into its interior, so as to line its various cavities and passages. These internal prolongations, however, are called mocous membranes, and differ in character from the external integument or skin, of which alone it is our intention to treat.

The skin, or dermoid tissue, presents the same form and extent as the body which it covers, and follows all its inequalities of surface. It is corrugated in many places in wrinkles or plaits, on account of its not being susceptible of the same degree of expansion and contraction as the more mobile tissues which it envelops; the largest wrinkles being produced by the contractions of muscles and the flexion of joints. The outer surface of the skin is comparatively smooth and uniform; is covered more or less with the secretions from bulbs or follicles which are called hair, or wool, and also presents numerous papillary projections and minute depressions, which latter are the orifices of the perspiratory and sebaccous duets, proceeding from glands or follicles, in which the secretions destined to moisten the surface are climinated. The inner surface of the skin is connected with and tied to the subjacent parts by an arcolar or cellular tissue, which binds them together more or less tightly, in proportion to the less or greater freedom of motion of which the skin is capable. This cellular tissue contains in its cavities adipose or fatty matter, which confers the requisite firmness and solidity upon the parts, and protects the structure beneath the skin from the injurious effects of undue pressure. The cellular tissue is also penetrated in various directions by the bloodvessels and nerves distributed upon the skin, and in some instances, gives passage to, and supports cutancous muscles, which are inserted directly into its base.

The skin is a compound membrane, and though actually consisting of only two distinct tissues, may be conveniently divided, as has been the habit of most anatomists, into three layers, viz: corium, rete mucosum, and cuticle.

The Corium.—The corium, cutis vera, or true skin, forms minæ, bound together by a condat masses, plates from each the basis or principal part of the skin, being much thicker than other. The most essential vital functions are carried on in this the other layers, and giving them support. It consists of a cellulo-fibrous tissue, which upon maceration, appears to be made up of dense filaments, crossing each other in various directions. so as to inclose spaces or arcola. These are of considerable size at the inner surface of the membrane, where granules of fat, blood-vessels, and nerves project into them, but diminish towards the outer surface, where the structure becomes dense and uniform. This latter is not perfectly smooth, but is studded with minute prominences called papillae, which project in many places so much as to be evident to the sight and touch, and which have been supposed by some anatomists to constitute a separate layer, called textus papillaris. The tactile sensibility is believed to depend upon its degree of development.

The corium is generally white, owing any changes of color to the greater or less amount of blood present in it. It is supple and elastic. When dried, it presents the appearance and properties of horn, and is converted into gelatine by boiling in

The Rete Mucosum.—The next layer of the skin, the rete anucosum, is a soft gelatinous tissue, spread out upon the surface of the corium, between it and the cuticle. The composition of this stratum has given rise to much discussion. It appears to be a a semi-fluid deposit or secretion, rather than an organized substance, although Gautier and other anatomists have not merely admitted its existence as a separate element of the skin, but have resolved it into four distinct layers, placed one over the other. In white skins, it is without color, and so thin that it is difficult even to demonstrate it. It is the seat of pigmentum, or coloring matter, which darkens the skin of the colored races of men and of some animals, and in them is very evident. This coloring material is disseminated throughout its substance, in the form of minute globules, which are supposed to consist chiefly of carbon. The rete mucosum is now believed The tegumentary membranes enease the whole surface of the to consist of granules, forming the deepest and most recently

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deposited portion of the cuticle, not compressed into scales or laminæ, like the more superficial particles.

The Cuticle. - The cuticle, epidermis, or searf-skin, is the outer or superficial layer of the integument, and is connected firmly with the subjacent tissues by numerous delicate filaments, and by the ducts and hairs to which it gives passage; but it can be readily separated from them by a decoction or maceration. It is usually a thin, varnish-like covering to the subjacent tissues, but its thickness varies with the amount of pressure to which it is subjected. It is now acknowledged to consist of the same granules which constitute the substance of the rete mucosum, compressed and hardened into minute horny scales, which are constantly being shed: their places being supplied by new partheles from the moist and more recently depo ited granules below them. The cuticular surface rescends into, and lines the follieles which secrete the hair, and the duets for the discharge of the perspiratory and lubricating fluids.

WATER.

In modern chemistry water is known as oxy-hydrac acid, or protoxide of hydrogen. When pure, it is inodorous, colorless, transparent, elastic, and strongly refractive of light, and a conductor of heat and electricity. It is compressible, with disengagement of light, boils at 212° F., and freezes at 32° F. Those waters which are called potable, or soft, will diss lve soap, while those that do not possess this property, are not so good for drinking, and are termed hard. The former are nealy free from soluble matters, while the latter contain calcerous and other salts, which they have taken up in their transit through the soil. The ultimate composition of absolutely pure water is 88.9 parts, by wight, of oxygen, and 11.1 of hydrogen. The agreeable taste of fresh water is due to the atmospheric air which it contains; when this is expelled by boiling, water becomes insipid.

Rain-Water.—The purest rain-water is that which falls in the country, or in sparsely settled localities, where there are no noxious emanations. That which fits rst collected should not be retained.

The solub'e impurities of rain-water are those which it has dissolved from the atmosphere, and consist of minute traces of chloride of sodium, carbonate of ammonia, and carbonic acid. The suspended matters with which it is sometimes charged, are taken up in its flow over the house-roofs. The rain-water after thander-storms contains, in addition to the above constituents, small traces of nitric acid and of nitrates.

Snow-Water.—According to Bergmann, snow, which is crys-

talline rain-water, loses the gases held by it, upon being melted.

Spring and Fountain-Water. — Rain-waters, in traversing earthy strata, gradually collect in cavities, from which they gush to the surface. It is evident, therefore, that water, in its transit through the soil, must become charged with such constituents thereof as are soluble in it; and consequently the purity of the water is proportional to the insolubility of the earths through which it has flowed.

The pure t spring-waters contain air, carbonic acid, and minute quantities of hydrochlorate and carbonate of soda.

River-Water. - River-water does not differ materially from spring-water, since it is from the union of the latter with rainwater that it is formed. Sometimes, however, it is purer, from having deposited its suspended matter, and also a part of that held in solution, which generally happens when it traverses a long and silectous bed. If it pass over or through limestone, or other strata containing soluble ingredients, it becomes less pure.

Lake-Water. - Water from lakes differs from that of rivers only in being more highly charged with the soluble principles of the soil upon which they rest, a condition which is promoted by

their state of quiescence.

Marsh-Water.—This kind of water is in even a more permanent state of staguation than lake-water. When its content of organic matter is large, putrefaction ensues, and a part passes off in gaseous form, while the remainder subsides as insoluble pre-cipitate. If the decomposition has not been complete, some of nish, twenty pounds of the linseed oil prepared as before des-

the organic products will remain in solution, and impart a disagrecable taste.

Well-Water.—It might be inferred that well-water is analagous to that from fountains and springs; but it filters through the soil much more slowly, and remains stagnant usually at greater depths; and, consequently, is more readily impregnated with the soluble constituents of the soil. Hence it is that wellwater is generally hard, b cause it contains earthy salts, and more particularly sulphate, or bicarbonate, or hydrochlorate of lime, which render soap insoluble in it.

According to Sennebier, there is more carbonic acid in well than in spring water.

Well-water from the vicinity of the sea has a brackish taste, and contains the same constituents as sea-water, but in diminished proportions.

When well-waters are very hard, the addition of a little alkaline carbonate will decompose the lime-salt, and render them potable.

GLAZED OR VARNISHED LEATHER.

This leather, known in commerce as patent leather, is exclusively used for carriage trimmings, for fancy mountings for horses, and also for dress boots and shoes. There are various methods of manufacturing it, but the following are those most generally employed :-

Two distinct operations are resorted to in the manufacture of polished leather, one of which is the preparation of the surface for receiving the varnish, and which is effected by closing the pores of the leather, and making a proper ground by repeatedly rubbing the surface with pulverent substances, and incorporating them with it; and the other is the varnishing of the leather thus dressed with suitable brilliant and transparent materials.

The basis or medium of the substances used for both these purposes is linseed oil, made drying by boiling with metallic oxides of salts, and reduced to a syrup consistence by the prolonged action of heat.

Five gallons of linseed oil are boiled with four pounds four and a half ounces of white lead, and the same quantity of litharge, each in a state of fine division, until it becomes of the consistence of thick syrup. This mixture is then intimately united with one of the ochres, or with powdered chalk, according to the fineness of the skins which are to be prepared, and is uniformly spread upon either side of the leather, and well worked into the pores with appropriate tools. Three very thin coats of it are applied in the same manner, at sufficiently long intervals to enable them to dry between the different applications, and the surface is then forcibly and uniformly rubbed with pumice-stone. A number of thin coatings of the preparations are then applied in a similar manner, and rubbed down as before, until perfectly uniform, and of a sufficient thickness to prevent the varnish from penetrating the leather, by which its quality would be injured, and its structure rendered hard and brittle. The oily substance of the preparation and of the varnish should merely penetrate deeply enough into the leather to make the compositions of which it is the basis adhere closely to it.

The foundation of the varnished surface being thus laid, a mixture of the preparation before used, without, however, the addition of ochreous or other earthy matters, and well rubbed up with fine ivory-black and enough spirits of turpentine to make it flow smoothly and easily, is laid on by means of a fine brush; three or four successive coatings being applied. By this means, a black and shining pliable surface is obtained, over which, as

soon as it is perfectly dry, the varnish may be applied.

The leather is dried after the application of each coat, by hanging it up, or, what it is better, laying it out upon frames or racks in the drying-room. It is customary before the varnishing, to give a polish to the surface by rubbing it over with a piece of woolen stuff and the finest kind of pumice powder or tripoli.

The varnish is composed of one pound either of asphalte,

COOK (I)

cribed by boiling with litharge and lead, and twenty pounds of plied, and polished when dry. The second coat consists of Tur-

spirits of turpentine. The asphalte, Prussian blue, or ivory- ner's yellow mixed with copal varnish. black, in the finest possible state of division, is first thoroughly mixed with the oil, and they are then heated together. The varnish first and then the turpentine are each gradually added with constant stirring, until a homogeneous mixture is obtained. This warm place during two or three weeks, at the end of which time the proper number of coatings are applied to the leather with a fine brush.

The drying-room is maintained at a temperature of from 132° to 167° Fahrenheit; and the greatest care must be taken that it, as well as the apartments in which the skins are covered with the preparation and the varnish, be perfectly tight, clean, and free from particles of floating dust.

The tint of color of polished leather varies with the coloring material which has been added to the varnish; asphalte giving the surface a reddish hue, Prussian blue a greenish-blue metallic tint, and the ivory-black, which is most commonly employed, a pure, brilliant black lustre.

Some manufacturers add to the litharge employed for thickening the oil, red lead, ceruse, powdered cuttlefish bone, oxides of manganese, and various other metallic oxides and salts.

The success of the whole process depends very much upon the care with which the skins prepared with it have been selected, tanned, and curried. It is particulary necessary that the dubbing should have been applied to them with great uniformity, and only in small quantities, for otherwise the surfaces will soon become tarnished and blotted.

DIDIER'S PROCESS.

In this process, lampblack is heated in a closed vessel, and is mixed with linseed oil varnish until the mass becomes sufficiently leather, which is then dried, and coated with a mixture of equal powdered pumice stone, and then rubbed with a waxed sponge, and wiped with a cloth.

The polish consists of five or six coatings of lampblack and surface is again smoothed as before, with the addition of friction with finely pulverized bone-dust, after which two more coatings of the varnish are applied.

White Polished Leather .- White lead is brought to the proper consistence with white oil varnish, and two coats of this are applied to the leather. A quantity of Krem's white is then intimately mixed with water; the water is evaporated, and the powder is incorporated with white copal varnish. Three or four coats of this mixture are then applied, and when dry, the surface is polished in the manner already described.

Red Polished Leather.—The first coating consists of shell-lac ground in oil of turpentine; the second of shell-lae mixed with copal varnish; the last is prepared by dissolving one part of gum copal in two parts of oil of turpentine, and adding to this solution an equal quantity of linseed-oil varnish.

Blue Polished Leather .- A coat of white lead incorporated with oil varnish is first applied, and then one of Prussian blue and copal varnish. If a lighter blue is desired, a little Krem's white is added to the mixture.

Yellow Polished Leather.—A mixture of fustic wood, cochineal, alum, and of an alkaline lye is boiled in a copper vessel. This solution is applied by means of a cloth to the leather, and when the latter is dry, a coat of copal varnish is laid on it.

A mixture of yellow-ochre, white lead, and ordinary varnish is then applied, and a second coat of the same mixed with copal varnish is laid on. When the surface is dry, it is polished, and then receives three coats of Turner's yellow in copal varnish.

Polished Leather of the original color of Leather.—A cont

HORNS AND ANTLERS.

In common parlance any hard body projecting from the head, is not ready for immediate use, but must be kept covered in a terminating in a free, unopposed point, and serviceable as a warm place during two or three weeks, at the end of which time weapon, is called a "horn:" such as the canine tusks which weapon, is called a "horn:" such as the canine tusks which curve upwards and backwards through the skin of the head of the babyroussa, the larger incisive tusks of the elephant, and the long, straight, spirally-twisted tusk of the narwhal, which figures as the horn of the heraldic unicorn.

Even the weapons to which the term "horn" is properly or technically applied consists of very different substances, and bclong to two organic systems as distinct from each other, as both are from the teeth. Thus the horns of deer consist of bone, and are processes of the frontal bone; those of the giraffe are independent bones, or "epiphyses," covered by a hairy skin; those of oxen, sheep, and antelopes, are "apophyses" of the frontal bone, covered by the corium, and by a sheath of true horny material; those of the Dicranocerus (or pronghorned antelope) consist, at their base, of bony processes covered by hairy skin, and are covered by horny sheaths in the rest of the extent; they thus combine the characters of those of the giraffe and ordinary antelope, together with the expanded and branched forms of the antlers of deer. Only the horns of the rhinoceros are composed wholly of horny matter, and this is disposed in longitudinal fibres, so that the horn seems rather to cousist of coarse bristles compactly matted together in the form of a more or less elongated, subcompressed cone.

The Indian and the Javanese rhinoceroses have a single horn; the sumatran and African rhinoceroses have two horns; these, however, do not form a symmetrical pair, but are placed one be-Two coatings of this mixture are applied to the hind the other. The anterior is supported upon a rough tract of the anchylosed nasal bones, it is always the longest, and this parts of the first liquid and of copal varnish. As soon as this difference is considerable in the Rh. simus, in which it is straight and inclines forwards. The posterior horn, which is always the smallest in the two-horned rhinoceros, is the one which is absent in the one-horned species. The horn in these is placed nearer the end of the nose in the old than in the young animal; and varnish, mixed and brought to the proper consistence by means this change of position is effected by an order of growth analaof a slab and muller, and laid on with a brush. When dry, the gous to that of the abductor muscle of the oyster, viz: by the addition of new fibres to the fore part of the horn in greater proportion than to the hind part, where they may be observed to be always in a state of decay.

The horns of the ruminants are always symmetrically disposed, and usually in a single pair; very rarely, as in the four horned antelope (Antilope quadricornis), and in the great extinct Sivathere and Brimathere, in two pairs. In the ox, sheep, goat, and antelope tribes, the horns are always supported by processes of the frontal bones into which (save in some Antilopida, c. g. Cervicapra, Dorcas) the frontal sinuses are continued. A thin vascular layer of the corium is co-entended with the perioesteum of the bone-process, or "core," and secretes the true horn, or "sheath." Horns of this type are never shed, and the Rumi-

nantia that possess them are called 'cavicornia,' or 'hollow-horned.'
Such horns are usually simple and conical, though they may be straight, curved, bent, hooked, or spirally twisted; only one existing species (Autilope (dicranoceros) furcifer) has them flattened, expanded, and bifurcate, like the great posterior horns of the extinct Sivatherium. Such compound horns are developed in both sexes in the Bovidae, the Ovidae, in all goats, and many antelopes, as, c. g. the caama (bubalis), the goral (kemes), the mar (capricornis), the chamois (rupicapra), the gazelle, and the oryx; but they are mostly larger in the males; they are not developed in the females of the Saiga and other species of Antilope proper, in the prong-horned antelope, the chira (tetraceros), the madoqua (Ant. montana), the duyker-bok (sylvicapra), the bosh-bok (tragelaphus,) and strepsiceros (calliope).

Sometimes the horns are smooth and polished, sometimes lonof a mixture of yellow-ochre, white lead, and oil varnish is ap- gitudinally grooved; more commonly they are transversely ridged

TO COOK

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THE COACH-MAKERS' MAGAZINE.

or "annulate." It is commonly believed that the horns of the ox acquire an additional ring every year after the third; Lut the addition of annuli is far from being annual in other species: many rings are gained in one year's growth of the ram's horns, and in those of the ring-horned antelope (Ant. cervicapra). The first formed horny sheath of the Cavicornia) is commonly ebtuse, thicker, and of coarser texture, than that which is formed later; but it is equally extravascular, and is merely displaced and shed piecemeal by the formation of new-born fibres beneath it, like other layers of epidermal substance. The more compact horny matter developed at the period of maturity, and the use to which the horns are then more habitually and forcibly put, gives their points a sharpness and compactness very different from the first formed substance. In the young oryx it is bent backwards before it is east off, but the bony core does not partake of this form.

The horns of deer, which consist wholly of bone, are properly called "antlers" They are covered by periosteum, and this by a soft vescular tegament technically termed the "velvet," during the progress of their growth. This once completed, the vessels shrink, the supply of blood is stopped, the integument of the antier dries and becomes detached, leaving the dense bony part as an insensible weapon. As this part loses its vitality, the absorbents proceed to sap its base, and at a certain season of the year the antiers are shed, after which the growth of another pair soon begins.

Thus the antlers of the deer tribe are shed and renewed annually, like the hair; and the antlers increase in size and in the number of the branches, nutil the animal has attained its full maturity and strength. The red deer, at this period, will develope, in the course of about ten weeks, a pair of antlers weighing about twenty-four pounds. But the great extinct Irish deer (Megaceros Hibernicus) must have thrown out of its circulating system in the course of a few months between seventy and eighty pounds weight of osseous substance.

The antiers of all the deer tribe have the same chemical and physical qualities as true bone; and the same chemical products, e. y. phosphorus and ammonia, may be obtained from them. The common term "hartshorn" indicates the former exclusive use of the antlers as the source from which ammonia was obtained. The density of the texture of the antler gives it value and utility for the purposes of cutlery, and for weapons and ornaments of various kinds.—Prof. Owen.

OUR PATENT LAWS-A REFORM NEEDED.

We clip the following article in reference to the action of Con gress upon the patent laws, from "Life Illustrated:"

We hope to see, before it closes, some radical improvement in the patent laws. The enormous distinction made between our own citizens and the subjects of foreign governments, is a libel upon our free and liberal institutions, and the special discourtesy shown to the subjects of Great Britian, in charging them a patent fee of five hundred dollars looks like a piece of malicious spite of which we ought to be ashamed. And this is not alllike other wrong actions, the thing recoils upon the heads of the doers; to pay us for our unkindness, our Canadian neighbors have shut our inventors out of the provinces of Canada-otherwise, from its proximity, the most inviting foreign field to American inventors. The ices now charged for filling a caveat are entirely disproportionate to the labor it entails upon the office, or the advantages derived from it by the inventor -- a fee of ten dollars would be entirely ample. If would also be an advantage to inventors if the fee paid on filling the application were reduced, and a further fee charged upon the issue of the patent, or a short time thereafter—say twenty dollars at the time of filling the application, and twenty dollars within six months after the issuing of the patent. This charge, while it would increase the revenues of the office, would also be a relief to inventors, who are, in a majority of cases, poor men when they make their first application for a patent. The fee of twenty dollars for examination would enable the office to afford a more careful investigation in with cob-webs.

We are also of the opinion that some adequate remedy might and ought to be provided for infringements of patents, especially for little petty piracies. As the law now stands, a suit for infringement can only be tried in one of the United States courts, and at great expense. This practically amounts to a license to irresponsible persons to infringe the rights of the inventor to at least a limited extent. No man would, under ordinary circumstances, think of commencing a suit for the amount of perhaps twenty-five dollars, where the costs would likely be a thousand, and to fall upon him in the end for want of ability on the part of the defendant to pay them. We believe that the wisdom of our legislators is sufficient to devise an efficient remedy for this defect, and we hope they will do so before the session closes.

ENGLISH PATENTS .- The new law which reduces the patent fee in England has opened a fine field to inventors which it would seem, from the reports of commissioners of patents, is beginning to be appreciated. In 1856 there were 3,106 applications for patents, and published statistics show that patents there are of great value. A great part of the patent fund in Englad is expended in printing the specifications and drawings of patents.— These are kept for sale, at a trifling cost to the purchaser, and are, besides, published at length in the patent-office reports.

Interesting to Inventors .-- The number of inventions patented in the year 1856 was nearly as great as the number patented in the five years succeeding 1840, and greater by nearly five kundred, than the number granted in any previous year.

We have often been asked, "Is there anything left to be invented?"-the general impression seeming to be that the field of invention is nearly exhausted. Such, however, is far from being the case. On the contrary, one invention paves the way for another, and evperience has often demonstrated that an improvement, apparently trivial in itself, may have in it the germ of some gigantic achievement, or the importance of which the inventor had at the time no adequate conception, much less of the changes and applications of which it might be capable. What idea, think you, had Savery of the condensation of steam, when he thrust the neck of his wine bottle into the basin of water ?--How many patents did he then imagine would afterwards be issued on condensers? How many valve motions and cut-offs did Humphrey Potter think he was laying the foundation of when he tied a string to the valve rod and to the other parts of the engine, so as to work the valves and save his hand-labor? And yet the devices for admitting steam to the cylinder of an engine, which has grown out of that string attachment, have been legion, and their value greater than that of the gold mines of California. The field of invention is to-day more productive than it ever was at any previous time in the history of the world. There are yet as important results to be achieved as any that have yet been accomplished, and there is, at the present time, ample and useful employment for the ingenuity of

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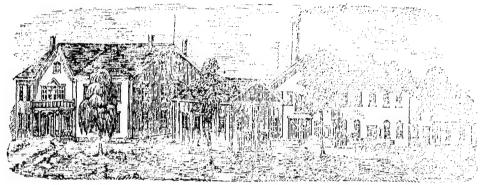
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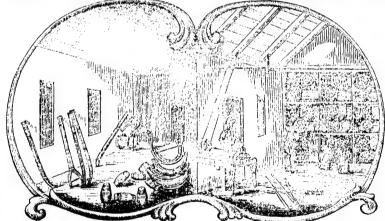
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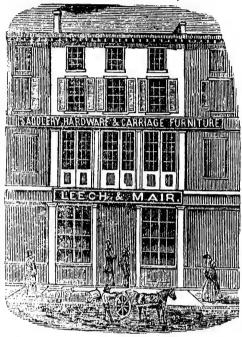
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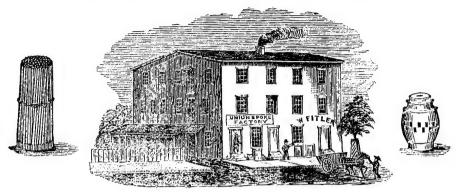
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Washington, D. C. Jone 24, 1851.

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The undersigned members of the United States Senate and House of Representatives, being personally acquainted with Z.G. Romnes, feature, of this city, take pleasure in againg that he is a gentleman highly exteemed for his integrity as a man and his capacity as a Solidior at the Patent Office.

WM. Т. Памилов, Md., И. Памын, Maine, Матиан Вессиев, Coon., Chas. E. Stuart, Michigan, Samuel Clark, " B. B. Thunston, R. I.

Спаз. Процед, N. Y.

Washington, Kovember 28, 1848.

TO ALL WHOM IT MAY CONCERN:

PoALL WHOM is and considered the office of Commissioner of Pa Durling the time I have filled the office of Commissioner of Pa tents and for some time previous, Zestas C. Romans, Esq., has fol-lowed the business of Patent Solicitor in this city, and has been in the daily prosecution of business in the line of like profession, a

the daily prosecution of business in the line of his profession, a the latent onlies.

I am well acquainted with Mr. Rosans personally, and believe a limit to be a man of indegrity and ability, to whom persons at a line of the latent and safely entrust their business. I am pleased to have the opportunity to say that he is faithful to the intereast of his clients, and has been, thus far, very successful in the practice of his profession.

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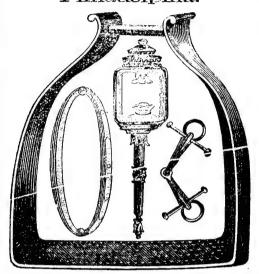
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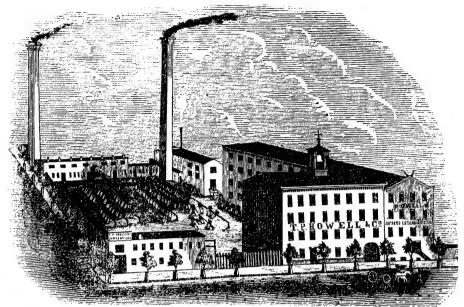
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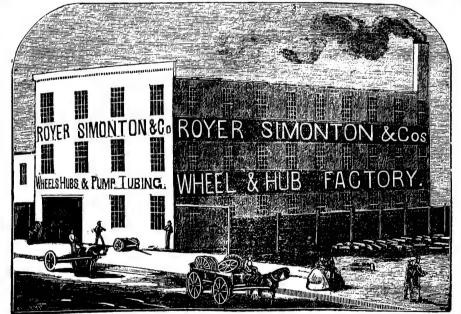
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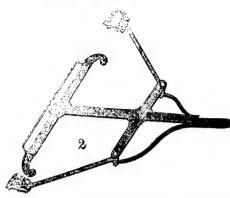
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Manufacture Malleable Iron Castings for Carriage orders respectfully solicited. Address S.J. Goodwin, See'y.

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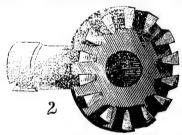
THE CHICAGO COUPLING

Universally acknowledged the best Carriage Coupling in the World.

PHC UNDERSIGNED TAKE THE PLEASURE to inform the Carrie e-Makers throughout the State of Obio, that they have purchased the Exclusive month of the above improvement for this State, and that as of the above improvement for this State, and that as soon as the Spring trade is resumed, they will commence convarsing the State with the view of introducing this truly valuable improvement among the "Buckeye" Conche Makers. In the meantime they hold themselves in readiness to execute deeds for either Shop or County Rights, at any time they are called upon, either by letter or otherwise; and they beg leave to assure their patrous that they shall be dealt with on the most liberal terms. Parties purchasing the Right of this Coupling, will not only get the assir Coupling ever invented, but they will likewise get a deed or the same, giving a title which can never be disputed or got around, as has so frequently been the case in that of "Everett's l'atent and others. We are aware that Carriage Makers, particularly in Ohio, have been deeply wronged in the purchase of the "Everett Coupling," by having been compelled, in numerous instances, to pay Twick over for the pulciase of the "Everett Coupling," by awing been compelled, in numerous instances, to pay Twick over for the same thing, and then not be exempt from expensive and troublesome law suits. We can assure our friends that no such trouble can attend the purchase of the Lord Coupling. For further particulars, address HEATH & HURD, Chicago, Illinois.

Jan-1858

The Excelsior Hub.

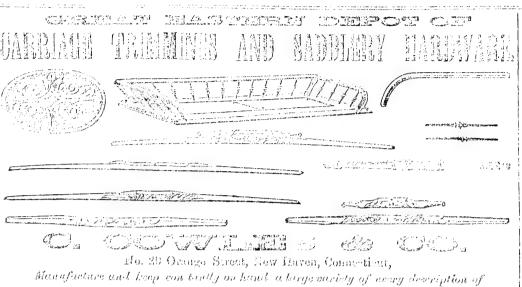


THIS HUB IS WARRANTED THE BEST MEtallie Hub ever brought into use, and is the most practical and simple of any other ever invented. I take this method of informing the Public, that I have purchased the exclusive right of this patent in the following territory, viz: Ohio, Vermont, New Hampshire, Massachusetts, Rhode Island, Wisconsin, Minnesota, Nebraska, Arkansas, Texas, California, Florida, South Carolina, Mississippi, Alabama and Louisiana, which I propose to dispose of in State Rights. I will offer to such persons who will engage in the manufacture of this hub, such inducements to take hold of it that cannot fail to meet their approbation. For further particulars, address

DR. S. F. COLLINS,
P. O. Box 471, Chicago, Illinois. THIS HUB IS WARRANTED THE BEST ME-

QUINNIPIAC MALLEABLE IRON COMPANY,

65 TEMPLE STREET,



The attention of Parchasers is especially directed to this House.

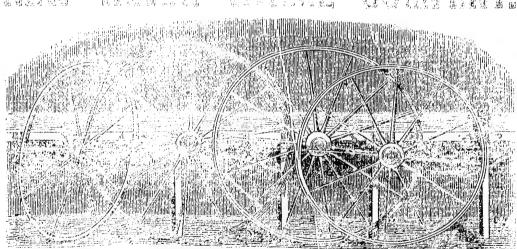
: Edood Hilanage to subclared Goods:

Solf adjusting Pad Trees, Reia Hook Levers, Pole Grab and Yokes, Cartain Frames, Dashes, Brass Bands, Silver do., Brass Bands, Silver do., Sumpt Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Bings, Silver do., from do., Solid Brass Handles, Electro Plated do., Eil. close do., Turned Iron Collare, do. Plated, Door Locks, Blind Catches, Brass Inside Handles, Silver do., Liniu ; Pails, Silver do., Brass do., Japanned, Porty Rails, Holls, Silver do., Brass do., Japanned, Prory Rails, Holls, Go., Rocks, Brass Bardellooks, Brass do., Japanned, Prory Rails, Holl, do. 16.2, do. No. 3, Brass Terrests, Birver do., Brass Pad_Hooks, Birver do., Brass Ewivels, Silver do., Ivory Inside Handles, Ivory Pall-to Handles, Ivory Blakes, do., Rooks, Ko. 1, do. No. 2, do. No. 3, do. No. 3, do. No. 4, frory Head Screws, 3-4, do., 75, do., 145, thickles of all kinds, Silver Chris'd Handles, Brass do., Patent Leather, Rubber Clock, Oil Carpet, Coach Lace, Tulks, Tassals, Tulling Twine, Scanning Cord, COACH LAMPS, Carriage Springs, do. Anles, do. Hubs, do. Spokes, Coach Dors Blide Bolts, Coach and Buggy Whifiletrees, Bolte, Salicasher, Robber Christon, head Moulding a Spring Rollers, Carded Hair, Moss, Buttons, and of all colors, Mal. Hand Records, Anless of Robbert Christian, Silver Christed Pringes, Card Plates, with a threamently engreved, all styles. 3.7 Orders promptly attended to.

WOOD WORKS:

Buggy Seats and Carriage Bown, Carriage Parts Plain, do. Curved, all styles, Seat Blicks, do. Rails, Spokes, Bent Feiloss, Habs, mortised and unascribe i, together with other parts belonging to a carriage

Spones, both real-size real strength of paralleless to our quality of Eastern Timber, none but the heat being used in the manufacture of our year your largest [Feb., 157.] C. C. & Co.



148, 150 and 163 York Street, Head of Grove, Lew Rieven, Conk.

CARRIAGE WHERLS & WHERL STUFFS OF MYERY DESCRIPTION.

SPOKES, Finished and Unfinished; HUBS, Mortised and Unmortised; BENT RIMS, SAWED FELLOES, SPRING BARS, Plain and Carved; Whittletroce, Running Parts, Seat Sticks, Handles, &c., &c., Always on hand made to Order, of the best Eastern Timber.

HENRY IVES, President,

[Feb. 1357.]

HENRY G. LEWIS, Secretary.



The Coach-Makers'

KOYS MASSAME ASO., CINCINNATH, O.

AN WOULD O ME the attention of Western and Bentham Coach-Makers and Declors to one very extractive emortmont of

Carriage Harness Consisting of every grade

and stylo, and which we offer to the trade on the most favorable terms.

Epropolis respectfully sclicited and promptly attended to.

J. J. DHACKLEFORD & CO May-1857.

Mow Saddlery Hardware and Carriage Trimming Fours.

M'WHINNEY, HARE & CO.

PERRICH AND DOMINER ORDER IN

SADDLERY MARDWARD.

AND

CARRIAGE TRIMMINGS. No. 185 Wood Street, Fittsburg, Fa.

WEERS WILL BE FOUND A COMPLETE ASSORT-

SPRING PERCH COMPANY

Nations and Helf Patont Axles, TOMBILLORDS PATENT SPRING PARCHES,

DANIES, CALASH TRIMMINGS, Curtain Rollers, &c.

WE ICE PROTECTLY DESCRIPTION, 1999.

We believe who are anothing the first term partition of man interesting the artists according to the regarding of man interesting the interesting of man interesting the first action, in our direct the regarding of man interesting the first action, in our direct the regarding of man interesting the regarding of man interesting the regarding of the first three first three partitions, and we disconside several between the first first three first first three arc of the least distallary from, and our Carriage Trimulings are made in the letter and most innoved sixtes. of the less hadabury from and one of the latent and most approved Siyles.

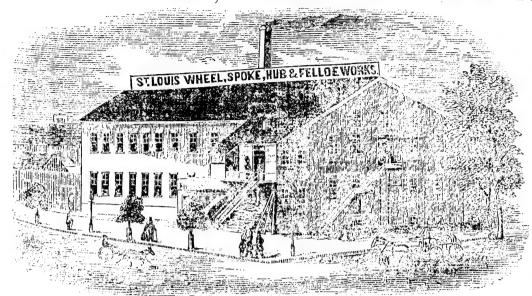
SPRING PERCH COMPARY.

E. STEELING, See'y.

C. D. INGHAM, MANUFACTURER OF

COACH & LIGHT

Chittenaugo, Madison Co., New York.



of Ebroad way and Arkhey Streets. WOODBURN & SUCTT, Proprietors of Blanchard's Patent THIS FACTORY IS NOW ESTABLISHED ON THE MOST EXTENSIVE SCALE, AND keeps constantly on hand a large and well selected stock of

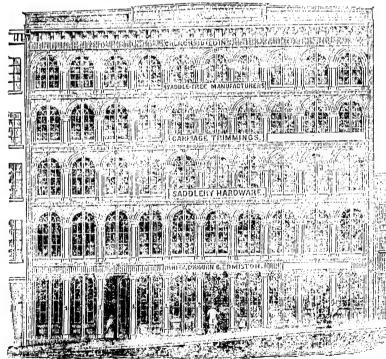
Wheels, Spokes, Felloes, Hubs, Bent Shafts, Poles & Bows,

Which, in point of "quality of timber" and perfect execution of workmanship, cannot be surpassed. We manage to keep a large and ample stock of seasoned timber constantly on hand, so that our customers may always expect seasoned stuff when they order it so.

1.7 Our prices are reasonable and terms liberal.

March 1857

Depot.



HUNTER, EDMESTON & IMPORTERS AND MANUFACTURERS OF

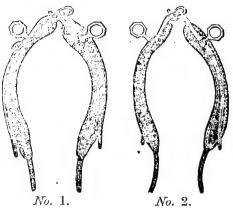
Saddlery Hardware, Carriage Trimmings, Saddle Trees,
LEATHER, SPRINGS, AXLES, &C.,
No. 2, Church Building,
CINCINNATI, ONIO.

Our arrangements are to have daily receipts of new and fashionable goods in every department of our business at very Low Prices. By Particular attention given to Orders.

Dec., 1856.

Hves, Island

PATENTED JUNE 10TH, 1850.



INO. 1. INO. 2.

ITHLITY, DURABILITY, AND BEAUTY ARE COMBILLO in shiring attent, statigulating it from any
other article of the fibel in u.e. It is a near sure-anfirmed and time, constructed about traly scientific princaire—there oed of which in long been acknowledged, but
herer before obtained in a perfect form. No person can
field to see itsuslaptiation, who will ride after a horse or
larging of the shafts, moves the joints in the pad so as
plainly to decemberate its mility. But still more are the
joints now led to fit the same pad to different horses. Indeed, it is the only form of past ever invented that

WILL NI, YER BURT A HORSES BAOK.

phintly to deconstrate its utility. But still more are uno joints meeded to fit the stage post to different horses. Indeed, it is the only form of past ever invented that WILL MILVER HURT A HORSE'S BACK.

There are two important imprevenents in this tree over the old salt-adjusting tree. First, the back hand is attached to the receivated of the pad, which brings the weight may be first of the sant in the proper place, as a moment's examination will continue any person. Secondly, the very compact and their filted lings, which renders it practice, the to attach the band to the tree and at the same time is so easily connected or taken apart. No other lings is adapted to the purpose, and her, goo nearly fitted by mechinery, the joint chart with perfect case when now, yet they will never become were to be seen a flow the tree to turn over, like he old resistence tree, when old. Pads constructed upon this tree are more durable, more easily cloud, less subject to rust and danger from setting well and are perfectly secure from injuring the herse's back. No studing is mosted where this pad tree is used for good shaped horse;

AO, 1.—In this stile of pad, the back band passes entirely ever the trees being doubted and stitched far enough up for the trees being doubted and stitched far enough up for the trees being doubted and stitched far enough up for the trees to pass trangel and thence over the Tree stigle.

AO, 1.—In this stile of pad, the back band passes entirely ever the pass trangels and thence over the tree sight.

A created passes for the tree trees the near mark with an axis the relation of the tree trees through the holes in the terties, it can need and lap under the hook.—To get the holes for the stands rise for the terrets the tree, first pat the hook in its place through to their only their, fights fitted, thick enough to seed based on the class, is then placed over the band, with the ends entornamental, or a tip placed over the tree this forms a mass becautiful and durable Pal.

PRICES PER DOZEN.

PRICES PER DOZEN.

PRIOUS PER DOZEN.

Still Japan'd—crisecat, octaion and roin l—first quality, 20,5% and Alverdo., \$18,60.—X diver plated, \$12,00. Kull Brancho., \$19,50. Japannal Silver do., \$14,00—K silver plated, \$10,00. Japannal Silver do., \$14,00—K silver plated, \$10,10. Japannal Brass do., \$7,50.

AO. 2—This silve of two? Taq. Tree, possessing all the advantages of Ko. 4, near be grainfied by some on account afternoodbyne in slope to do? "old solf-adjusting tree," set is is bronger on with a more special reference to cheapness and fa, without doubt, the most cheap and Japan and Japan are truggment possible, in its anchoring and use—saving as is doct not been than 33 to 81 year dozen' in stock and labor, the laminer makers, over the old self-adjusting tree—thus useding it not their interest to purchase our Japan Trees at the last prine, aven if ther can get the old trees for nothing. If the back hand is not thick energy to raise the cap oil for the placed under she cap and or the rop of the band. In plasing the east upon the response to post the band. In plasing the east upon the PERCEST PER DOZEN.

PRICES PER DOZEN. Full Lanu'd—ere seont, classen and round—first quality, \$3,50. Full diver do., \$16,60—T. silver plated, \$12,60. Full Francio, \$19,60. Janamed-silver do., \$14,60—X. silver plated, \$19,50. Janamed Brasslo, \$7,52. Japanned Silver Cap do., \$4,50. Japanned Brasslo, \$7,52. Japanned Silver Cap do., \$4,50. Japanned Brasslo, \$6,75. Address 11ENRY IVES, New Havon, Conn.

Aug-1857.

THOS. S. HAYDEN,

MANUFACTURER AND IMPORTER OF

Saddlery, Harness, and Coach Mardware, Carriage Trimmings, and Malleable From Castings. 79 Beekman Street, New York.

ORNAMENTAL

THE SUBSCRIBER WOULD SAY TO THOSE in the Trade, and to all lovers of Ornamental Painting, that he will, on the shortest notice, draw in Crayon or paint Cont of Arms, and Sroll work for Omnibusses, Post Conches, Railroad Cars, as well as all kinds of oror light Carriages, Buggies, &c. He will also draw scrolls for stitching. Charges moderate.

Address (enclosing postage stamp)

OLIVER RODIER, Buffalo, N. Y.

Jan.1858

R. FRENCH.

FRENCH & SYMMES' Philadelphia Axle Works,

Broad Street, above Willow, East Side. AXLES OF ALL KINDS FOR

Coaches, Light Carriages, &c.,

Manufactured of the best Material and Workmanship. Orders Solicited and Promptly attended to. The Trade Supplied on Liberal Terms.

June-1857

Tacks, Gimp-Tacks, Brads, Finishing Nails, Hot Pressed Nuts and Washers.

CHESS, WILSON & CO.,

119 Water Street, Pittsburg, Pa.

TACKS, BRADS,

WROUGHT NAILS.

ALSO, AGENTS FOR THE SALE OF

Sterling & Co.'s Mot Pressed Nuts and Washers.

CHAS. G. HARMER.

JNO. P. BAYS.

HENRY HANNAH

HARMER, HAYS & CO., IMPORTERS OF AND DEALERS IN

SADDLERY & TRUNK HARDWARE.

HOOP IRON, ENGLISH BRIDLES, Kerseys, Patent Leather, &c.

NO. 72 BEEKMAN ST., (Late 273 Pearl St.,)

NEW YORK.

The attention of Coach Hardware and Saddlery Dealers is respectfully called to this [May-1857 Establishment.

Rochester Plating Establishment.

L. A. NEARING. SILVER, BRASS AND ELECTRÓ PLATER. No. 31 State Street, Rochester, New York.

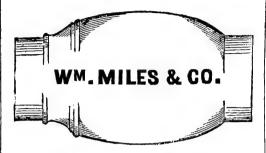
EVERY description of Coach and Saddlery Hardware finished in the best manner and upon the most reasonable terms. Harnes Trimmings, Pole Yokes and Hub Bands of the latest styles and best finish kept constantly or hand and made to order. Orders from Coach Makers and others respectfully solicited.

Terms-5 cts. per inch for light work; & plate, 4 cts.

July 1857

WILLIAM MILES.

WILLIAM JAMES.



NEWARK

COACH HUB MANUFACTORY.

THE MOST EXTENSIVE ESTABLISHMENT OF THE KIND Always on hand from 20,000 to 40,000 abs, of all sizes, from 2% to 20 inches e lengths, and sui able for overy de-spek emides us to till orders of any

possible dispetch.

Rear 376 Broad St., Newark, N. J.

C. M. LOCKWOOD,

(Late Eagles & Lockwood,)

Coach Lamp Manufacturer AND SILVER PLATER,

16 MECHANIC St.,

NEWARK, N. J.

THE LARGEST ASSORTMENT IN THE UNI-ted States, embracing over 190 different sizes and

patterns of Coach and Buggy Lamps.
Engine and Signal Lamps, Coach and Cantel Mouldings, Curtain Frames, Dashes, Railings, Brauch Irons, Handles, Pole Hooks; Toft Nails, &c., &c., constantly on hand at Wholesale and Retail. July-1857.

JOHN TENNIS

D. A. DANGLER

JOHN TENNIS & CO., EXCLUSIVE WHOLESALE DEALERS IN

FOREIGN & DOMESTIC

ALSO EXTENSIVE DEALERS IN

Carriage and Harness Trimmings. Cleveland, Chio.

Nov-1856

Auburn Coach Lace.

HAYDEN & LETCHWORTH, MANUFACTURERS OF

SILK & WORSTED LACES

AUBURN, N. Y.

Makers, Importers, and Dealers in Harness and Carriage Trimmings, and Hardware of every description.

M. CORNWELL,

SAMUEL KERR.

CORNWELL & KERR, Silver and Brass Platers

AND MANUFACTURERS OF

ADDLERY

No. 3 St. Clair Street, near the Bridge PITTSBURGH, PA.

LORDS Patent Perch Coupling.

TE HE UNDERSIGNED TAKE THE PLEASURE

of informing the Carriage-Makers of the State of
Hinois and the Counties of Marion, Morgan, Putnam,
Parke and Vigo, in the State of Indiana, that they
have purchased the exclusive right to the above improvoment, and hold themselves in readiness to execute
deeds for either Shop or County Rights, at any time
they are called upon, either by letter or otherwise. They
are also manufacturing Couplings which they can supply
to the Tride. Address E. G. CHANT & Co.,

Box 2078, Cheago, Hinois.

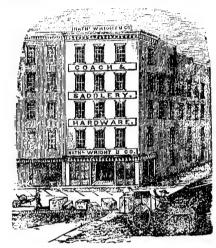
For Shop or County Rights for the States of New
York, New Jerley and Connections, apply by letter to
E. G. CHANT & CO., Box 2078, thicago, Hlinois,
or RICHAED MORRIS, No. 2 Maiden Lane, New
York City.

[Follows]

NATEL WRIGHT,

JOHN WOODWARD,

WM. W. HUJ.



Importers, Manufacturers, and Dealers in

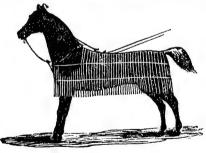
COACH & SADDLERY HARDWARE

324 Broadway, Cor. Hamilton St.

ALBANY, N. Y.

Aug-1857

KIDDER & BROTHER,



260 Pearl Street, YORK, NEW

Manufacturers of every description of KERSEY, WOOLEN AND LINEN

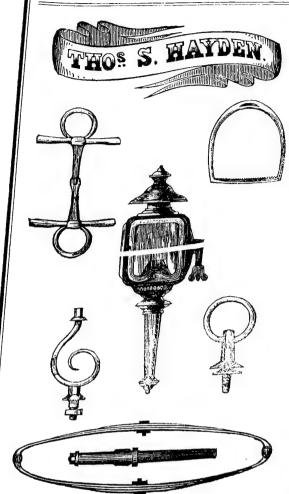
Fly Nets and Neck Cords.

Every variety of

EAR TASSELS, REIN WEB AND WEB HALTERS.

Wholesale and retail.

[July-1857



MANUFACTURER AND IMPORTER OF

SADDLERY.

Harness and Coach Hardware, CIRRIAGO TRIMMINGS,

79 Beckman Street

New York. Every description of Malleable Iron made to order at short notice.

COACH TRIMMINGS.

Patent Dash Leather; Patent Enameled Leather; Patent and Enameled Lether. fancy colors; Black and Fancy Colored Enumeled Cloths; Union and all Wool Cloths, assorted colors; Cotton, Union and Worsted Damask, assorted colors; Worsted and Silk Coach Laces; Fringes, Rosettes, Tufts, Tassels, Curtain Silks, Buckram, Scanning Cord, Japanned, Brass, Silver and Ivory Head Lining Nails, Moss, &c.

HARDWARE.

Elliptic Steel Springs; Common and Patent Axles; Stump Joints; Brass and Patent Axles; Stump Joints; Drass and Silver Hub Bands, Dash Frames, Carriage Knobs, Hinges and Handles; Carriage Knobs, Bolts and Lamps; Top Props; Curtain Frames; Apron Hooks and Rings; Turned COOK'S IMPROVED PLATED 4 AND 5 Collars and Washers.

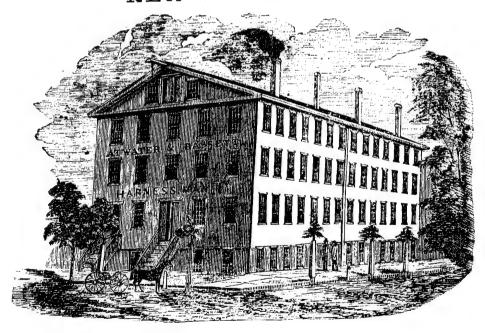
WOOD WORK.

Spokes, Hubs, Bows, Felloes, Shafts, Poles, Whifile Bars, Carved Spring Bars,

Turned Seat Spindles, &c.
Coach, Harness, and Trunk-Makers'
Varnishes, Saddlers' Harness, and Trunk-Makers' Goods.

BASSETT. ATWATER

ELAVEN,



MANUFACTURERS OF AND WHOLESALE DEALERS IN

HARNES

For United States and Foreign Markets. Dealers supplied on reasonable terms Aug-1857

GALBRAITH.



Silver, Glass & Electro Plater,

OF

CARRIAGE, ENGINE & HOUSE WORK,

AND MANUFACTURER OF

COACH AND SADDLERY TRIMMINGS,

COOKS IMPROVED CARRIAGE KNOBS

BOW SLAT IRONS, PATENTED JANUARY 27, 1857.

SILVER AND LEAD MOULDING, SPRING CURTAIN BARRELS,

Nos. 2 and 3 Japanned and Silver Capped Carriage Knobs, Spring Catches, Door Handles, Inside Handles, Caleche Trimmings, Card and Name Plates, Solid Head Silver and Japanned, Lining, Band and Saddle Nails, with Annealed Points; Top Props and Nuts, Joints, Rivets, Carriage Bands, from the cheapest to the very best quality; Silver Chased Rosettes and ornaments of the latest pattern, Rosette Top Props, Silver Head Dash Bolts, Shaft Tips, Pole Yokes and Hooks, Plated Dash Rods and Collars, Plated Foot Rails, Acorn Nuts and Rivets, Acorn Loop Bolts, &c.

Factory on Franklin, near Chapel Street. Warerooms, 81 State Street.

NEW HAVEN, CONN.

Orders respectfully solicited.

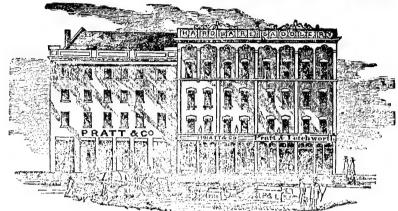
NOTICE.

Having obtained Letters Patent for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27, 1857, will be liable to prosecution.

Having made Hugh Galbraith, of this city, our General Agent for the sale of said Slat Irons, a good supply, on favorable terms, can always be had at his store, No. 81 State Street. New Haven, Conn.

GEORGE COOK, Patentees. DAVID COOK, July-1857

1430 025

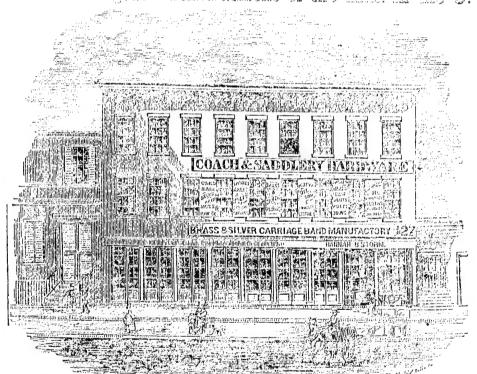


MARUFACTURERS, IMPORTERS, &

OFFICE AND KALS ROOMS, No. 24 Terrare Street,

Operation the Western Appel, and neighboling the Montwern Stone of Macoro. Prats & Co., June, 1: 57. EUSTALO, N. Y.

1913 Movahilehment of the hind in the U.S.



423, 425 and 427, Main Street, Poughkeepsie, New York,
YAVING purchased of Mr. Charles Pearl, his entire interest in the above establishment, we would respect fully call the attention of Dealers and the Trade generally, to our large and unsurpassed Stock, and facilities of manufacturing. Every pattern and style of Carr age Hub Band, constantly on hand. We also manufacture extensively from superior timber, well seasoned Bent Fellocs, Shafts, Poles, and turned Spokes, and Seat Hounds or Spindles of every style.

Temms—Six months for approved paper, or five per cent off for Cash.

[Feb. 1857.

HUBS! HUBS!! PLATT KEELER,

MANUFACTURES—in a section of Country proverbial for producing the best qualities of timber—the livery best Hubs of every variety for Carriages, &c., having a large stock of seasoned blocks of every size on hand, ready for turning to suit enstoners. Orders filled at the shortest notice and on the most reasonable terms, if a ddressed as above, by Mail or otherwise.

[May-1857.

The Grentest provement of the Age!

ZAKTEKTE PATENT ANTERATTING, ASTI-PRIESTON

BIET A TOTAL

Da am emilee New Prioripis. Mindil had no long on a Carringe to a blick it is applied, without costing a dime for repairs,

As a trial of more than two years abundantly

Boxes containing & dozon childer mere, sent to my part of the United States or Canadas at Sl 50 per sect.

Tram.:-Cash. All orders must be addressed 3. D. SARVEN,

July-1257

Columbia, Tenn.

Maugatuels. WHEEL COMPANY, MANUFACTURIES OF

and, cour, murs a Of every description. Also, manufacturers

Ward's Spoke Turning Machine, Universally acknowledged the best Spoke and fathe now in use.

Orders respectfully solicited.

NELSON FOLGER, Provident of the Company. July-1857

F. M. PERKINS & CO.,

MANUFACTUREES OF

Pearl, Ivory and Bone Trimmings,

CARRIAGES, RAILROAD CARS, SAD-DLESS, HARMESS, &c., &c.

Mobil Carriage and Marues Trimmings, of all De-periptions. Also, Meanischerers of the Peacl and Ivory Coat and Vest Buttous.

WATERBURY, CONN. July-1857

JOHN P. JUBE,

83 Bowery, N. Y.

Keeps constantly on hand a large assortment of choice

Saddlery & Coach Hardware,

Together with a well selected Stock of the most appr ved Manufacturer's

PATENT LEATHER,

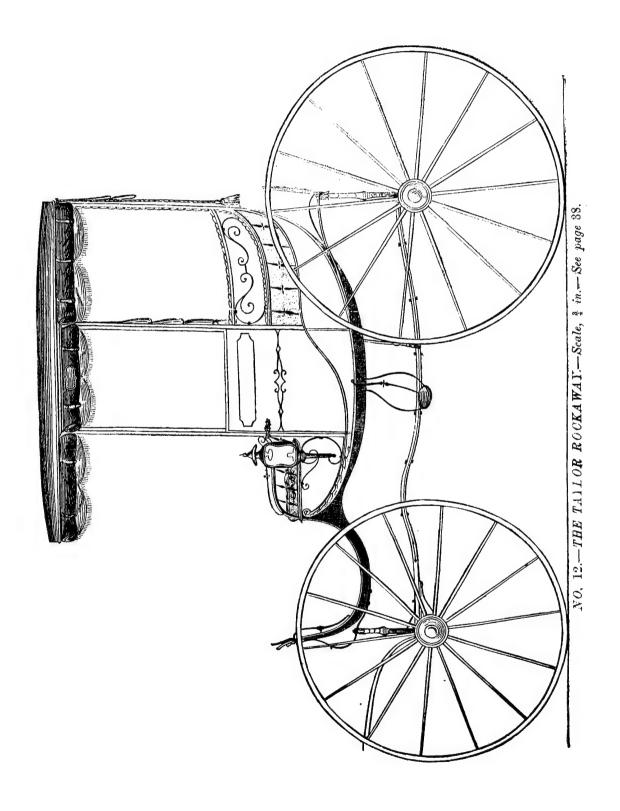
Japanned Curtain Cloth, Warranted Steel Springs, Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bowes, Coach Varnish and Japan, Curled Hair, Moss, &c. [June, 1857]





-cce CADE

THE CAH-MAKES' MAGAZUL-PLATE NO. 12.

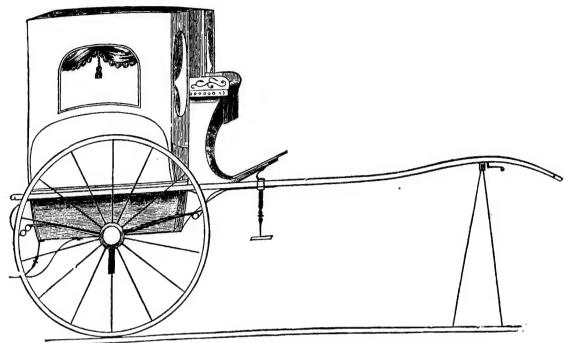


\$ 3500°

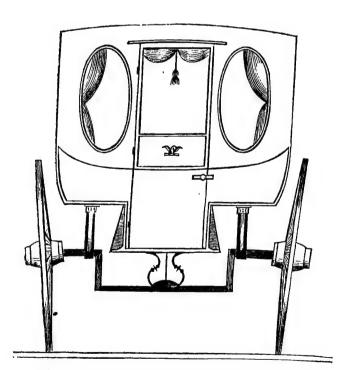




THE COACH-MAKERS' MAGAZINE---PLATE NO. 43.



NO. 13.—TWO-WHEELED CABRIOLET.—Scale, \(\frac{1}{2}\) in.—See Page 38.

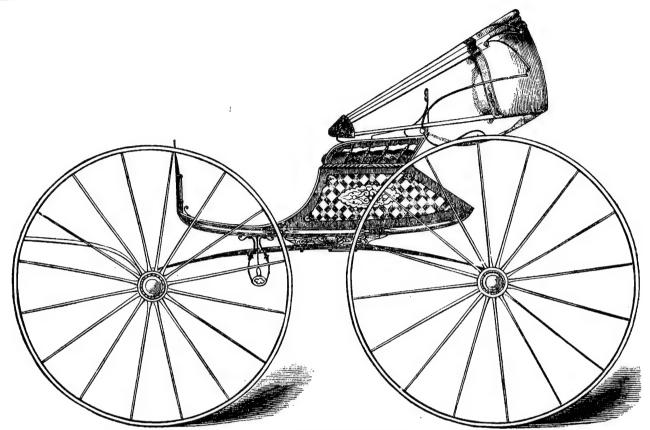


NO. 14.—BACK VIEW OF CABRIOLET.

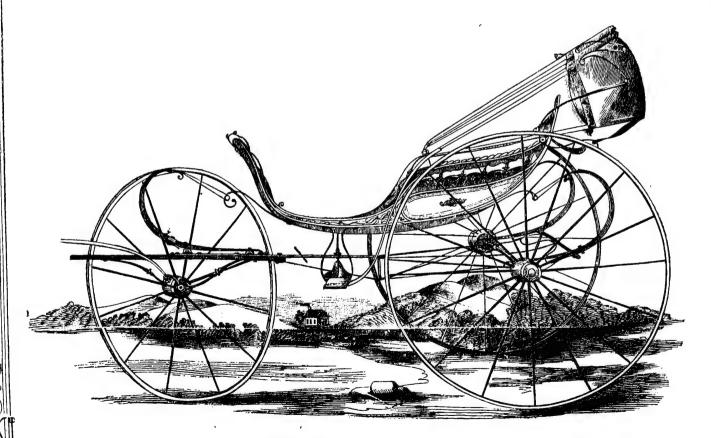
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THE COACH-MAKERS' MAGAZINE .-- PLATE NO. 14.



NO. 15.—SALADEE'S HALF-ELLIPTIC SIDE SPRING BUGGY.—See page 38.



NO. 16.—SALADEE'S THREE-WHEELED PILETON.—Se: Page 38.





VOL. V.—NO. 4.]

APRIL, 1858.

[C. W. SALADEE, Proprietor

POEJRY.

For the Coach-Makers Magazine.

BY J. BUSTER MUGGINS, JR.

All through the winter long and drear,
Poor jours have lived in constant fear,
That ere the spring brought better times,
They'd find themselves quite short of dimes;
And "nary" job.

For "bosses" talked of banks caved in,
And roundly swore—Oh! what a sin—
That business was so bad they must
Shut up their shops, or else they'd "bust"
All to shivers.

The blues was seen on every face;
Each pondered on his own hard case.
Some whined, some "cassed," and some to cheer
Their hearts, drank lots of lager beer
And "Bourban."

Well, times were hard, there's no denying, But now, I trust the panie's dicing, The banks, despite their late disasters, Issue more of those "shin-plasters" Called money.

Then sound the toot-horns! shout and sing!
A welcome to returning Spring.
From all our troubles we're released;
We've "Rolled in lemons and come out squeezed,"
for sartan.

EXCELSIOR.

BY ADRIEN DE MONTFORT.

When fame fame invites, and points us how
To weave a laurel for the brow,
To win and wear an honor d name,
Let this be used to fan the flame,
Exce.sior!

In love or trade, in peace or war,

In giving wealth, or gaining more,
In senate, pulpit; at the bar,

Be mindful of that guiding star!

Excelsior!

ONLY WAITING.

Only waitigg till the shadows
Are a little longer grown;
Only waiting till the glimmer
Of the day's last beam is flown;
Till the night of earth is faded
Fron the heart, once full of day;
Till the stars of Heaven are breaking
Through the twilight soft and gray.

Only waiting till the renpers
Have the last sheaf gathered home;
For the summer time is faded,
And the autumn winds have come.
Quickly, re pers! gather quickly
The last ripe hours of my heart:
For the bloom of life is withered,
And I hasten to depart.

Only waiting till the angels
Open wide the mystic gate,
At whose feet I long have lingered,
Weary, poor, and desolate;
Even now I hear the footsteps,
And their footsteps far away;
If they call me, I am waiting.
Only waiting to obey.

Only waiting till the shadows
Are a little longer grown:
Only waiting till the glimmer
Of the day's last beam is flown;
Then from our the gathering darkness
Holy, deathless stars shaffine
By whose light my soul shall gladly
Trend its pathway to the skies.

STANZAS.

"The race is not to the swift, nor the battle to the strong,"

Ye slow, but earnest one who plod
Your weary way along,
Who know full well how hard it is
To suffer and be strong,
Ne'er falter in your earnest work,
But gaily move along!
"The race is wen not to the swift,
Nor the battle by the strong."

But by the patient workers, who
With carnest hearts pursue,
With horest zeal an honest cause,
And so rm the reekl ss few,
Who pass them proudly in the race,
But learn this trath ere long!
"The race is won not by the swift,
Nor the battle by the strong."

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MAGAZINE THE COACH-MAKERS'

EXPLANATIONS OF THE DRAWINGS.

Plato No. 12.

NO. 12.—THE TAYLOR ROCKAWAY.

Mr. Dean, of the shop of J. & C. Taylor, Wilmington, Ohio, is the contributor of this very handsome design of a four passenger Rockaway. And as the style finds its origin in this shop, we have named it as above.

The drawing is made 4 inch to the foot.-ED.

Plate IJo. 13.

NO. 13.—"TWO WHEELED CABRIOLET."

BY IRVING.

No. 13 is a side elevation of an improved "Cabriolet," by our assistant, Mr. Irving. No. 14 is a back view of the same.

This vehicle is still extensively in use in some of the large cities, for hack purposes, but the one here illustrated is decidedly an improvement on the old style we are so accustomed to seeing.—ED.

Plate No. 14.

NO. 14.—SALADEE'S HALF-ELLIPTIC SIDE-SPRING THGGY.

On this plate we give an illustration of Mr. Saladce's improvement in light buggies, and for a description of which we refer the reader to the supplement accompanying this number.

ornamenting the side of buggy boots of this kind, than to represent the spring.

The color, for example, should be as follows, viz:—The main body lake, the pannel of the blot inside the moulding, black, and lined as represented in the drawing, with colors to suit the painter's fancy. In place of the scroll ornament in the centre, any other may be substituted.

THE THREE-WHEELED PHÆTON.

In 1856, Mr. S. presented his readers with an illustration of his first experiment in the "Three-weeeled notorioty," and with it a full and complete explanation. Subsequently, he published an account of his failure in the plan then proposed, and with it presented new plans which were suggested from time to time by the practical experiments he made.

Finally, in September, '56, he constructed a new gearing all out, in which he introduced the cross braces, and which was subsequently illustrated in the October number of the magazine. From the manner that this operated for a time, he concluded he had finally arrived at perfection. But a more extensive use of the thing in practical shape very soon convinced him of one great mistake, and that was, supporting the weight of the front extremity of the carriage on the third wheel. In that plan the turning point, or horizontal fourth wheel, upon which all the weight of the front part of the vehicle rested, was supported soon discovered, however, that the perches from the ground up opening up, and every shop should have them.

to where the weight was supported, was so great that in spite of all the braces that might be applied, it was perpetually subject to get out of order. And moreover, the third wheel could not be made to retain strictly to perpendicular position, as there would be more or less of a lateral motion to the top of it. In March, '57, he conceived the idea of supporting the weight of the front down on a line with the center of the hub in the front wheel, and still retain the plan previously adapted of disgonally bracing its connection with the hind axle. He accordingly built one after the new plan, and found that it was just the thing. The front wheel was now as self-supporting and permanent upon its axle as either of the hind ones. He subsequently, in May, '57, built a very fine one on this plan, for his friend, Mr. Winans, of Baltimore, and who, we are informed, is well pleased with it. The superior advantages it possesses in getting in and out, and that of turning short around, has made it a favorite carriage with Mrs. Winans, who made exclusive use of it last summer on the hills of the "Crimea," (her country residence.) He He has also furnished other distinguished persons with them who express their approbation in the most flattering terms. Until very lately he has not succeeded in getting that degree of elacticity to the springs that he desired. The motion of a Three wheeled vehicle he found to be entirely different from that in a four-wheel carriage. In the latter, a spring may be confined to a perpendicular motion alone and still ride with perfect ease but in the "three-wheel he discovered that it was necessary to have a spring that would vibrate in three It is here illustrated more particularly to show a new style of directions—perpendicular, longitudinal and lateral. And, after trying all the different devices he could think of, he finally tried the C spring and thorough brace, which answered the purposo admirably.

As will be seen, by referring to the supplement, Mr. S. is making preparations to establish a factory which shall be devoted exclusively to the manufacture of this carriage.

[ED.

STITCHING PLATE NO. 2.

Fig. 1 on this plate is a very beautiful design of an ornament that may be stitched on the fronts of whole cushions, seat, prons, backs of leather boots, and the side of tops, &c; it is the half of a full size—working patern.

Fig. 2 is a very original and pretty design for the side and of leather boots.

CARVING PLATE B.

BY J. B. P.

Fig. 1-Spring Bars.

Fig. 2-Hind axle tree.

Fig. 3-Front " "

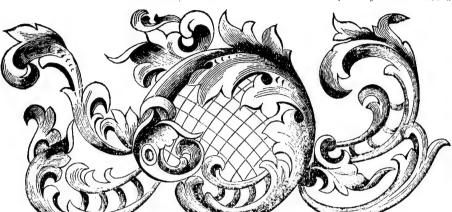
Fig. 4-Head Block.

We are still continuing to furnish carriage-makers with over the top of the third wheel by means of iron rods. It was those fine illustrated advertising charts. Spring trade is now



PAINTING DEPARTMENT. PANNEL AND SCROLL ORNAMENT.

BY EDWARDS, OF COLUMBUS.



The style of coloring for these ornaments will, of course, have to be dietated by the taste of the painter who makes use of them, and therefore an elaborate description of any one particular style would not be necessary or practicable.

SALADEE'S IMPROVED SIDE SPRING PLEASURE WAGON.

The style of painting represented here is entirely new, and very claborate. The following colors, we think, will look well. The seat and narrow pannels, dark lake: outside of centre pannel, black; striping to represent plaid. Ultramarine blue and lake on white or orange ground. Carriage part, orange, striped with crimson lake. We do not wish to crowd on to the painter anything contrary to his taste, but try it, and we have no fears for your satisfaction.—100.

For the Coach-Makers' Magazine.

MR. SALADEE—Dear Sir:—I feel it my duty as a coachpainter and a subscriber to your valuable Magazine, to sit down and undertake the arduous task of writing a letter, which is destined, (that is, if you can appreciate its true merits,) to become a public document.

In your last number is a letter over the signature of Oliver Rodier, on the comparative merits of English and American varnish, and terming the former the "bad stuff" imported from England by Noble & Hoare, stating that he knows of several establishments which have given up the use of English varnish, and he hopes that the rest will all follow suit; also, that we have as good varnish makers and better material than England ever produced. "For shame, Oliver," you are like the precocious boy, who was ashamed of his own father. You have assumed a position which no scientific coach-painter envies you. In the first place then, "I too" have used both for a great many years, and I prefer good "Hinglish" varnish to any varnish manufactured in the United States. I will not presume to enter into the science of manufacturing varnish, but will simply give my reasons for preference, founded on some fourteen years experience.

1st—I like it because it is much pleasanter to use, and being of rather lazy habits, it suits me by not setting as quick as most of mahogany "stuff" menufactured in these United States. I can, therefore, take my time in laying off.

2nd-Finish. It being superior to any other, flows to a charm

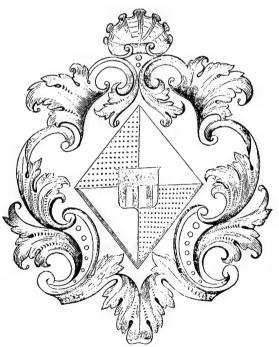
when laid off right, and its gloss is unequalled.
2d-In point of durability. "Ah" there comes the main question, proving whether it is good or bad stuff, and Mr. Rodier is the first person (that I am aware of) having disputed its rightful claims and true position as the King of varnishes used in this country. But although making these remarks, I agree with the gentleman in his preferance for the good American varnish to the bad stuff i nported, if he will punctuate the expression by inserting in place of a comma, a full stop, and leave out the names of those two respectable gentlemen. I will also add my name to the many who pity Mr. R, and have arrived at the safe conclusion that he is indeed a much injured man.

In conclusion, I would say to the gentleman, that if he cannot get an article to suit his fastidious taste, send for some of Winsor & Newton's, London; if that is not good enough stuff, send for Penney's No. 1 Body; get the pure article; be sure the fault is not in the varnisher instead of the varnish, and, my dear sir, I don't believe you will ever be guilty of giving it such a character, or of bringing under suspicion your reputation as a scien-ROLYAN.

tific coach-painter.



SCROLL ORNAMENT.



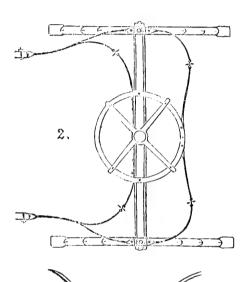
PANNEL ORNAMENT. BY RODIER, OF BUFFALO.

A Deser



IRONING DEPARTMENT.





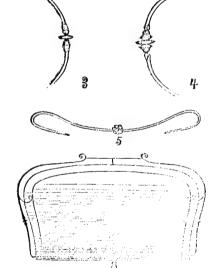


Fig. 1, side view of a light carriage gear for platfor n springs without splinter bar, and suppported; which latter is made up by four small iron plates on the upper part of the fifth wheel, as shown in Fig. 2. This gear is applicable to low fronts, but can likewise be used to any other carriage of the light order, as the braces are gracefully turned, yet very simple.

Fig.'s 3, 4 and 5 are ornamental collars for all kinds of fine work. Fig. 2 will answer a very good purpose for heavy coaches, on "boot stays," &c., while Fig.'s 3 and 5 would look well on light bodies for door rails or steps. We introduce a fancy rosette in place of the collar, which is commonly used.

Fig. 6. Rail for a wood dash.

COMMUNICATIONS.

SKETCHES BY THE WAY-SIDE.-NO. 3.

MY DEAR SUB :- The writing of this finds me at Paris landing, on the banks of the Tennessee River, some 75 miles above Paducah, where it empties into the Ohio. 1 reached this point on Sunday afternoon, since which time I have been waiting for the steamer "Pattern," which was due here on Sunday evening, but as yet we have had no tidings of her. To wait from hour to hour for a train of cars which is past due, is a task by no means desirable, even by the most patient of travelers; but place a restless, impatient, and excitable individual on the banks of a lone river-whose waters are not rufiled by the fluttering of the steamer's wheel, only as chance happens to dic--auxious to gain some point a hundred miles above, with but little or no facilities for amusement, have him be waiting in this predicament for three days, with no prospects of escape from the dismal spot, and he will, by this time, begin to discover that a few long hours spent waiting for a train, or even a short delay in a snow drift, is no comparison with the unhappy condition of the individual, who, like myself, is left to wait the uncertain approach of a steamboat.

At Treuton, myself and the Doctor (Armstrong) were so fortunate as to stumble over our old friend and ex-agent, Mr. Jas. Burrell, formerly of the house of Watson & Clark, of Louisville, Ky. His route lay in the same direction with ours, consequently we have been sharing each other's joys and sorrows, and the haps and mishaps ideidental to the traveler's life, ever since. If it were not for the company of our happily disposed and jolly friend, Burrell, I am not entirely certain that I and the Doctor would have survived this imprisonment on the banks of the Tennessee. We did not look with much anxiety for the boat until last evening, when all parties manifested an unusual degree of impatience; so much so, that the yelp of every negro, or the sound of every unusual noise would bring some individual on his feet, who would joyfully exclaim, "A boat!a boat!" As to myself, I was not impressed with such a glorious idea until about five o'clock this morning, when I distinctly heard a steem whistle, and immediately called out to n.y friends, the Doctor and Mr. Burrell, who were in the same room—"the Patten, boys!" which was the means of bringing about an early resurrection among the passengers, and a general confusion ensued. Burrell tearing about the room in the dark, in hot pursuit of his breeches; the Doctor saying some hard words because he jumped into his trousers "hind side afore," and I, in my haste, managed to get my vest on wrong side out—left boot on the right foot, and made a selection of Burrell's coat for my own, but soon discovered that my arms were some six inches too long. At this stage of the ase, I calmly, coolly and deliberately suggested the propriety of striking a light. But the candle seemed to keep moving around the room in advance of its pursuer, for it was some time before the Doctor overtook it. This victory achieved, a light was procured. Again we hear the whistle, and we continue, with renewed energy, to get all things in readiness, for our time, we imagined, was very limited, and myself and the Doctor had three horses and a carriage to put aboard. All the little traps were replaced in the carpet bags, and the baggage, overcoats, shawls and blankets carried down into the hall below, and we bursted forth into the delightful morning air to witness the approach of the gallant steamer from below. But how suddenly was our joyful, happy faces transformed into a representation of the long and pittiful physiognomies of the old fashioned presby-terian deacons, who feel that they are "God's annointed," when we discovered, to our great disappointment, that the steamer was coming from above, in place of below, as we had expected. We now became reconciled to our fate, and retired quietly to our room, and waited with patience and christian fortitude the sound of the bell which should summon us to breakfast. The Doctor and Mr. Burrell have just gone out and left me to my own reflections, when I suddenly made a grab for the pen with a full



And now that I have succeeded thus far, I will rethe past.' turn to Trenton, where last I wro e to you, and give you and my readers a few sketches of my wonderful adventures and hairbreadth escapes while upon the highway between that point and

On arriving at Trenton, I found that I was compelled to purchase another horse, as the survivor of my fancy span proved too light for the burthen placed upon him. Chance placed a pair of very fine white nules under my observation, which belonged to a livery man by the name of Turner. His price was \$400. After trying them and consulting with my friend, the Doctor, I concluded to drive a mule team. But when I called upon the honorable trader, Mr. Turner, next morning, to take the "long cared horses," he was so much the gentlemen as to ask me some \$25 more than on the evening previous. I should of course have paid the extra \$20 or \$25 if it had been honorlivery men since I have come in contact with three livery men since I have come into this State, each of whom have acted upon the same principle. Another one I would mention, who holds forth at Brownsville, in this State, named Moody. Of him I bought a horse for \$360, but when I came to take him away it was to be \$325. I thank fortune that my legitimate business is not with men of this stamp.

To help mysolf out a mat night, and we have accordingly set out, and in the afternoon had the pleasure of sceing the Tennessee River. We took up our abode with the very sociable and agreeable landlord of the hotel at this landing, Mr. Venable, and in whose company we are being as pleasantly entertained as the case will admit of.

Nore anon,
PARIS LANDING, Tena., Jan 1991 ably demanded, but seeing that we could not leave the place

To help myself out of Trenton, I purchased of our very gentlemanly and accommodating landlord, Mr. Hill, of the Trenton House, a mate for my single horse. We now started with a full team, bound for McLemoresville, over the worst roads I have ever, as yet, come in contact. At this latter place I found three respectable shops, Messrs. Waynick & Bro., W. R. & S. N. Gammon, and Buckner & Barker.

From this to Paris. Here I made the acquaintance of Mr. Anderson, of the firm of Cooper & Anderson, who are extensively engaged in the manufacture of carriages. The style and character of their work pleased me better than any I saw since I left Memphis. While here I had the pleasure of seeing a buggy that was made by my friends, Myler & Davis, of Trenton, for the Fair. The work upon it was finely executed. I have never saw better carving or ironing, but the trimming was very inferior All in all, I should have liked the job much better if the workman had been less profuse in the application of the carving. Its multiplicity spoiled the job in the eyes of any person who has the slightest degree of good taste. I am sorry, in this connection, to make any distinction between the work of two shops whose proprietors are alike friends to me; but in justice to both parties concerned, I must say, that the plain buggy made by Cooper & Anderson, likewise for the Fair, was far superior, in of the Trenton Buggy, the trimmer spoiled the job, or at least that of displaying a multiplicity of stitching.

From this point we set out for "Paris Landing," 19 miles distant. From the discouraging report we received in regard to the state and character of the roads, I was induced to make a purchase of another horse, and discard the small one belonging to the span. We lett the town with a pair of large and able bodied horses, and led the odd horse behind the buggy. But musician beating the triangle, with all the grand flourishes of a before we got three miles from the place we found that we had not, until now, seen bad roads. The mud now became so deep that in some places the front axle of our vehicle was entirely submerged. This was on the morning of the 9th inst., and so exceedingly bad did the roads prove to be, that we were only me with the request that I be seated. I then asked them to able to make the entertainment of Mr. Coats, nine miles from play for me, which they most cheerfully did. Finding that they exceedingly bad did the roads prove to be, that we were only

Paris, where we tarried for the night.

the Female Seminary, who recommended us to make this our slow to conceive the idea of inviting them to our room, where place of abode for the night, and, as an inducement, informed Burrell and the Doctor might alike enjoy their drollery. I ac-

determination to place on "imperishable record the miseries of us that the landlord, Mr. Coats, had two very interesting twin daughters who were graduates of his school, and excellent performers on the piano, and that he had no doubt but we should be very pleasingly entertained. After tea I informed the young ladies of the acquaintance I had made of their teacher, and politely requested of them to gratify us with music, in which, I had been informed, they were proficient. With this they very kindly complied, and we were invited into the cosy little parlor, which contained one of Chickering's best instruments, at which both the sisters presided at one and the same time; and I am pleased to say, that I was never favored with music more enchanting or beautiful than that produced by them. The evening was happily spent, and for the time being we forgot the sorrows of the day, or even to think of the difficulties of the morrow.

Morning came, and with it a heavy rain, which served to make the roads worse, (if such a thing was pessible). Although it was the Sabbath day, we could not tarry, for the reason that the packet to Cliffton was somewhat expected that night, and we

MY DEAR SUB :- You will remember that when last I wrote you, I was on the banks of the Tennessee Piver, patiently waiting the arrival of the steamer "Patten," which was to deliver us out of the land of mud and place our feet upon the rock at Clifften. But hour after hour passed sluggishly away, and still the boat came not. When the last spark of patience has expired, and the "inventive genius" fails to devise new methods of amusement, and to be thus imprisoumened, is torture beyond all description. Wednesday evening closed in upon us with no better prospects of a timely deliverance than we have had since our arrival. While seated in our room on this memorable evening, each trying to console the other with bright hopes of the morrow, my attention was arrested by the distant sound of music. Thinking this might be a source for pass-time and amusement, I proposed to my companions (the Doctor and Burdell) that we would go and seek it out. This they declined, when I started on the expedition alone. After leaving the house and taking a bee line in the direction of the "joyous sound," I soon discovered that it was in one of the negro houses in the rear of the main building. I accordingly approached, knocked at the rustic door, and was received by a negro boy. every respect, to the one last mentioned; but in this, like in that But on entering the apartment, I found that the musicians were in the loft above, which was accessible only through a small twothat part of it, by applying a back piece to the seat (which was a light stick seat) some 14 inches wide, for no better purpose than light stick seat) some 14 inches wide, for no better purpose than light stick seat) some 14 inches wide, for no better purpose than light stick seat) some 14 inches wide, for no better purpose than light stick seat) some 14 inches wide, for no better purpose than light stick seat) some 14 inches wide, for no better purpose than light stick seat) some 14 inches wide, for no better purpose than light stick seat) some 15 inches wide, for no better purpose than light stick seat) some 15 inches wide, for no better purpose than light stick seat) some 15 inches wide, for no better purpose than light stick seat) some 15 inches wide, for no better purpose than light stick seat) some 15 inches wide, for no better purpose than light stick seat) some 15 inches wide, for no better purpose than light stick seat) some 15 inches wide, for no better purpose than light stick seat) some 16 inches wide, for no better purpose than light stick seat) some 16 inches wide, for no better purpose than light stick seat) some 17 inches wide, for no better purpose than light stick seat light s small as it was, I found some twenty negroes; some standing, some lounging about on sundry cots, and others sitting about on the floor. In the midst of the group stood a tall, fine looking son of the African tribe, playing on that favorite instrument of the negro, the violin. To his left, seated on the floor was another beating the tamborine, while in front of him stood the third Julien. My unceremonious appearance in their midst caused a sudden stop ro the concert, and brought every one to his feet, with hat in hand, and each saluted me as if by one voice, with "good evening, massa." The only chair in the attie was handed had "music in their souls," and that their heads were filled with While at Paris I made the acquaintance of Prof. Cooper, of that laughable wit so peculsar to the genuine negro, I was not

~000 CO

cordingly asked the three players to go with me, which seemed He has plunged far below into the embrace of old ocean, robbing to please them amazingly. Two others wished me to give them her of many of her choicest sub-squeeus produce, and in the permission to go along which I did, and then "made a break" gaze of wondering millions, placing them in the shrine of prolow travelers by surprise when I entered the room, followed by world, revelling in azure space, plucking and dropping at the feet five negroes. I found them engaged in a game of checkers which of an awe-stricken throng below, in his etherial coarse, the rarest without laeve or license, and gave thom to understand that I was about to open "you grand concert," and that fun was to be the order of the evening.

We commenced the performances of the night with a "grand overture by the orchestra," which was followed by the "Gray Magle" being performed on the violin and triangle, while a third negro took up his position in front of the fire-place, and kept time to the music by patting his hands and stamping his feet upon the floor. A similar performance was kept up till midnight. By this means we managed to forget our sorrows for the time being, so much so, indeed, that occasionally one of the party would be heard to exclaim—"Who cares if the 'Patten' never comes?" But in this excitable, happy moed, we forgot

> "Too much joy brings sorrow, And care must needs abound; The vine that bears too many flowers,
> Must trail upon the ground."

For no sooner had we paid the players and sent them away, than the old theme of "the boat" was again introduced, and the next morning completed our sorrow and regrets by a separation from our good friend, Burdell, whom we left behind us. On the morning here referred to, I resolved that if the boat did not come by 10 o'clock, I should wait no longer, but start across the country to Nashville, bad as the roads might be. The boat did not come, and much as I regretted it, we had to say to Mr. Burrell that word which has started many a tear and saddened many a heart—"farewell." We left him standing upon the bank like one deserted by his friends, and sorrowfully looking after them as they depart.

To our great delight, when we landed on the other side of the river, some miles above our stopping place, we found that we had struck stony land, and that in consequence we had but little mud; upon the whole, we had what might be called in that part of the State, a first rate road all the way across to the Cumberland River. On the evening of the same day, we arrived on the brow of the mountain which gives the traveler a most lovely and romantic view of the charming little "Cumberland, whose waters were, at this time, rushing madly along towards the grand Ohio. At this point we brought our horses to a stand, that we might enjoy for a moment the glorious scene that was spread out before our delighted gaze. Here we could see the winding river for miles; way in the distance a range of blue mountains whose tops seemed to mingle with the sky, which was red and purple from the reflection of the setting sun, and here and there by the river groves of cedar, whose tops resembled green fields in May. I could express my feelings to the Dootor in no better way than to raise on my fact while yet in the buggy, and repeat the following familiar lines:

"O, the transporting rapturous scene, That rises to my sight;
Sweet fields arrayed in living green,
And rivers of delight.

We decended to the bank of the river where we tarried for the night. C. W. S.

> For the Coach Makors' Magazine. PROGRESSION.

Truly, we live in an age of progression! With electric strides we rush on from one new idea to another, and while that is yet in its infancy, we forsake it for some more modern invention. Man, in his ungovernable ambition, has sunk deep down into

for the hotel. It was not at all strange that I took my two fel- gress. In his insatiable desires, he has sourced to the celestial Lout off short, by taking up the board, cleaning off the table flowers of discovery. He has become the analyst of art and science in all their respective grades, and levely nature with all her wonderous complications has become an open book.

The natures and necessities of the beasts of the field, the babits of the birds of the air and the entymology of all the various insects of the earth, may be familiar to all. Stretch the eye over that vast city whose spires reach far into the heavens, from whose domes resound the merry chime of Sabbath bell; the penderous pyramids, the beautiful palaces and splendid temples, present important proofs of a nation's progress. Contemplate also the improvement in arts and science; the rude hut has been forsaken for the splendid edifice; the rough-hewn raft exchanged for the floating palace. In place of the tired, steering oxen, we have that mighty product of man's progressive mechanism, the steam engine. Instead of the lumbering ox cart, sheltered from the sun and storm by the boughs of the forest, we have the costly and elaborately finished rail car. Contrast, too, the mode of transmitting mails; the distance which usually took a week can now be accomplished in less than a day. The method of communicating with each other at a distance; dispatching tamed lightning, freighted with the most precious intelligence, with a velocity that fairly outstripped Old Father Time himself. When the yoke of tyranny pressed the neck of the victim, "submissive but material greatness murmured," but that greatness was but yet an infant. Time rolled on, until man's mental progression was such that he saw clearly the foul wrongs that were inflicted on man by his fellow man. Then it was that intellectual progression bursting her prison walls, fought the battles for God and the right; the galling chains of despotism were snapped asunder; on every hill top was the banner of liberty planted; on every mast head was the flag of freedom spiked, and America became in point of character as high as the highest of the nations of the earth.

At this period in the history of this Western Continent, man became unshackeled; his physical, organic, social and moral position was indeed an enviable one; the fire of progressive mechanism was kindled, inventive genius elicited and developed, placing our proud land among the aristocracy of nations.

We deem it unnecessary to make any comments on the great changes which have taken place in man's morals and religion, and none dispute that there is a vast deal more of intelligence among the masses at the present day than at any other time in the world's history.

In mentally viewing these facts, we are led to compare our position with all our privileges and advantages with that passage of Holy Writ which says: "For to whom much is given, much will be required." Are we using our philosophic and moral intelligence for our own and others welfare? Is our religious and moral position as high as it might be? Is it not our privilegenay, our duty-to advise the young, to point out the path of rectitude and truth to the erring, and to discountenance evil, although it should appear in almost angelic loveliness? That great Dragon, Intemperance, is yet stalking our screets at noonday, dragging over its slimy precipice into the irreclaimable depths of misery and woe, the brightest and most promising of the youth of our country, filling our alms-houses, and swelling the annals of crime to an enormous extent.

The gross outrages being done by false hearted politicians, the gilded schemes of tricky office seekers, the patriot burlesque of wire pulling demagogues would fain impress the idea that we are on the eye of a national intellectual bankruptey, but we know that there are but a few sunken rocks beneath the waves of pro-Man, in his ungovernable ambition, has sunk deep down into the bowels of the earth, dragging from her deepest recesses hidden treasures invaluable to the wants of the human family.





We will not dwell on the disgraceful scenes not unfrequently enacted in our legislative halls, disgraceful alike to law makers and law abiders, or of wrongs inflicted on a poor and almost defenceless nation, and perpetrated by those who were cradled, and have basked during their whole lifetime beneath the genial shade of independent thought and free republicanism, nor of those dogmatic seets who have seceded from the broad daylight of civilized community, and under the cloak of religious zeal, derogating to themselves laws and regulations sanctioning crime and licentiousness, and placing themselves vastly lower than the brute creation In conclusion, I would say, let us look well to the object of all our actions, and before taking another step in the ladder of Progression, examine well the sound and be sure it is reliable, or it may precipitate us lower than was our starting point. Let the Golden Rule be our solar star, let us live to love one another, and it will ensure to us not a superficial, but a "thorough progression."

BUTTERVILLE, Ohio, Feb. 26th 1858.

Mr. Salader, -- Dear Sir: -- I have been a subscriber to your valuable Magazine for the last two or three years while I lived in Seigo, Clinton County, this State. But I have not subscribed the present year as there has been a report that it has stopped. I wish to become a subscriber to it. Please send me the January and February numbers and I will endcavor to send you a club from our shop.

Yours, Respectfully,

O. G. ENT.

[Can M. G. Tousley, or E. M. Stratton give any account of this libilous report? C. W. S.]

COVINGTON Ky. March 6th 1858.

MR. C. W. SALADEE, -- Sir: -- In October a report reached our city that "the Mag. was about to go down," and when I came to look upon the sickly countenance of the November and December numbers I concluded that the "Pioneer" of our noble representative the "Coach-Makers' Magazine" had indeed made shipwreck of his enterprise, and that hehad sunk to rise no more. But since the appearance of the Jon. Feb. and March numbers I find that you are affoat and riding the waves triumphantly. If you had not suffered the Nov. and Dec. numbers to go out in such a bad shape, I am satisfied that the treacherous plot of your "friends" Stratton and Tonsley could have done you no your "friends" Stratton and Tonsity could have present often heard among them; indeed, from hearing it often repeated harm whatever. Enclosed is my subscription for the present often heard among them; indeed, from hearing it often repeated vear.

Truly yours-

L. K.-

[The above letter was not intended for the public eye, but as it contains a hint of which some have made a hobby, we have thought proper to publish it with a word of explanation.

Whatever appearance our November and December numbers made or whatever impressions they created if derogatory to their character can be easily accounted for, by the knowledge that we were the dupe of as mutineous and treacherous a plot as ever emblazened the historical annals of any country. Our assistants like the chief officers of a crew of mutineers had led all our present forces into the snare and we were thrown suddenly and unprepared upon our own resorces.

For a moment we staggared, but determined that the Magazine should come out, although somewhat inferior. This accounts for its limited contests. In the mean time we rallied and grew strong after the shock, and we can truly say that never were we in better spirits, never our prospects brighter and never were we more willing to say in the language of Mark Anthony "We will die at ence of him of who possesses a mind stored with useful knowledge, C. W. S. the head of the column."

PUTTING ON AIRS.

BY PAUL PENCIL.

One of the most vicious propensities of man, is that of judging and condemning the motives and actions of his fellows on mere suspicion; thus, becoming self-constituted magistrates assuming despotic judicial power over faults and weaknesses for which we are answerable only to our Creator. All inquiry is waved as tedious or unnecessary and allevidence for the defence regarded as devices to cheat the law This disposition, deep-rooted as it is in the humane heart is a direct departure from the teachings of Christianity—a curse to society, which calls loudly for reform.

One of the oft repeated verdicts of this most iniquitous and contemptible of all tribunals, is: Guilty of "Putting on airs."
We hear it delivered every day, and nine times out of ten, against those possessing more honesty of purpose, more sound common sense, and more purity of character than exists in a dozen of the soulless little-hearted Lynchers, who chop off so many heads on the block of public opinion. But, to drop metaphor. The indiscriminate use of the phrase "putting on airs" is, in my opinion, an evil of a grand nature. Few minds can receive with indifference the malicious stab which it inflicts. It is a blow to a sensitive nature of the most dangerous kind, especially if that nature be the home of genius and ambition, for the biting imputation will in many cases blight the one, and discourage the other. Indeed no one, possessing either spirit or principal, can bear with meekness, and patience to be branded as one who puts on airs; as well accuse a man of being a living, moving, animated lie, for that, and more, is implied. No three words in the English language can be combined to express more of downright impudent, and insulting abuse. Hipocricy, deceit, vanity, and a sad diffeency of brains, are but a few of the items which go to make up the sum total of what is signified by this peppery vulgarism. That the phrase is often used thoughtlessly, I admit, and that it is often entirely disregarded by those to whom it is applied is also true, but, these considerations do not always prevent the infliction on the feelings of deep and irritating wounds, of a character calculated to bring on that moral pestilence; a total disregard for the opinion of those around us. The state of mind once predominent, all is lost; the nobler atributes of our nature are choked up by the rank growth of base, selfish passions and low,

grovelling propensities. As carriage-makers are liable to the same failings as the balance of mankind, it is not surprising that "Putting on airs" is a term by the "hands" in various establishments, I consider it rather a pet phrase among the eraft. In general their application of it

is the same as that of outsiders, but in one particular they even

exceed the popular lack of charity, and fairness in making charges of this kind; it is this; No sooner does one of their number give evidence of a desire to polish his address by using good language, arranging his words and sentences gramatically, and ignoring slang phrases; then like an avalanche his fellows rake down upon him with venemous taunts and jeers, about big words, swallowing a dictionary, "Putting on airs" and so forth. Why is this? Is this unmerited hostility based upon that jealousy with which bigoted ignorance ever regards the onward march of learning? No! It would be an act of gross injustice to my fellow craftsmen to impute it to ignorance; it is simply because it is a departure from an established custom—a relie of days prior to the advent of pub-

lie schools—which imposes the use of a low vulgar phraseology on every working man who has not sufficient moral courage to resist its pernicious sway. Why is this state of affairs suffered to exist, when the remedy is in your own hands? Why will you, my friend, intelligent as you are, thus foster a spirit antagonistic to the intel-

lectual elevation of your class? Why oppose that which tends to raise you in the scale of society, and add dignity to the name of mechanic? Who is there so verdant as to deny the superior influ-

a correct, elegant adress and polished manners, over him who

TO CO CONTRACTOR



COACH-MAKERS' MAGAZINE.

repudiates grammar, and apes the style and language of a New York Bowery bay? Not one of you will answer in the negative to the last question, nor will you deny the existence of the feeling among you which I have discribed; then why not make a bold stand against this great evil, for fiveat it is, and although it does not prevail in every shop there is no denying that it has life and vitality safficient to work an incalculable amount of harm, more especially, in our large city establishments, where it flourishes in all its banefull glory. Renounce this mad, silly habit of succeing at the idea of refinement in a mechanic; consider that he has as good a right to qualify himself to talk rationally, and even learndly, on the arts, sciences, and current topics of the day, as the Merchant, the Doctor, the Lawyer, or any professional man Let this consideration be fixed upon your minds firmly, and encourage the diffusion of the principals which it embodies among you, not retarding by discouraging sneers, or envious insinuations, the progress of those who strive to improve the gifts which God has given them.

There are many other innovations upon the arbitrary rules laid down by this social inquisition which are denounced as "airs;" but why ennumerate them, it is enough that the alleged transgressions are generally based upon obsolete ideas or old fogy notions, and uttered by envy, melice, or thoughtless devilment.

I have not the slightest objection to the phrase "Putting on airs" when used in its legitimate sence; indeed, I consider it a very expressive one, but how very few there are -corrupt though humanity be-who merit such a sweeping reproach. Beware then how you apply it, adopt as your chart and compass the Golden rule, and judge as you would be judged.

The following communication from one of our friends in Bridgeport, will show to what extent the "Tousley Manifesto" and "Stratton's Prospectus" has affected the standing of this Magazine, and the reputation of its publisher in "Yankeedom," where the aforesaid gentlemen expect to get their support. It] is interesting, and shows up the position of these "honorable" men in a most charming light. - Ep.

BRIDGEPORT, Conn., Feb. 26th, 1858.

Mr. Prentice-Dear Sir .- Some time since your subscribers in this city were favored with a sheet about the size of an ordinary "Circus poster," containing seven long columns of closely printed matter, entitled "Tousley sSupplement and Manifesto," and which purposted to be an accounted. itesto," and which purported to be an answer to the charges Mr. Saladee made against Tousley and Stratton. To-day I was favored with another flaming sheet, viz: a "Prospectus of the New York Coach-Maker's Magazine." I regard it as the most wonderful "bill of the season." In my estimation, Barnum, the " prince of humbugs" was never guilty of publishing such a wonderful catalogue of curiosities as that contained in this prospectus. In perusing the supplement first mentioned, I observed the following interesting items:

1st-That M. G. Tousley was "engaged in the arduous task of building up a western College at a salary of \$100 per month and found." The college will no doubt be built.

2nd-That C. W. Saladee had been doing a "rascally business," most of which was done through his agents.

3d-That E. M. Stratton and M. G. Tousley were his agents at the time referred to.

4th—That it was Tousley's legitimate business to go about and do "dirty work" and back up lies told by the "live editor."

5th-That he (Tousley) did, in some roundabout honorable way, attempt to smuggle stereotype casts from Saladee's cuts, and in which attempt he was caught.

6th-That Mr. E. M. Stratton disinterestedly made it his business to warn Saladee's advertising patrons not to pay their bills, as the Magazine was "done for" Jan. 1st.

7th-That the aforesaid "live editor" abused this confidence of Stratton by taking his son to the theater. Wonderful!

8th-That the same "imperial gentleman" insulted Mr. Stratton's lady by presenting her with a "theological work." Shameful!

9th—That this "tallson of York" sported a "gold headed cane," owned a large house, has had "great occasions with great men," has had presents from "erowned heads in Europe," as a token of their appreciation of his merits.

10th-That the "wide awake" editor has made a tour through

Europe.

According to the manifesto writer's own admission, we are assured that the agents of Mr. Saladee are men who can be hired to do any kind of meanners, even to the "backing up of lies," which they know to have been told as such. In one paper these men come out and tell the world what consummate rascals they are, and in the next they offer themselves to the same public as the publishers and editors of the same kind of a periodical which they formerly assisted by doing the "dirty work," and "packing up lies," and have the good face to ask the "dailing public" to give them their support. O, consistency, what a jewel thou art. Now, then, if, as they admit, Mr. Saladee could hire them to do "dirty work," and "back up lies" for him, it is not unreasonable to suppose that those respectable gentlemen will continue in the business when going it on their own hook, but, as the natural supposition would be, on a more extensive scale. Consequently they are not the men to be trusted or patronized.

In what a ridiculous light does the proprietor of the promised Magazine place himself in thus announcing to the world his intended opposition to the "old Magazine," when but a short time ago he admitted (in a letter you published in the Magazine) that he had done Mr. Saladce an injury, but coward like, attempted to make some one else burden the sin, by saying that he "was led into it through the influence of others," and with child-like simplicity, promised that "in the future he would attend strictly to his own business." And this is the man to whom we are to look for a new Magazine. If a man is so weak as to be 'led by the influence of others' into a conspiracy against his friends, how are we to know that he will, in the future, resist an influcace of this kind against his subscribers. If a new Magazine were really called for, if the public were dissatisfied with the one that has been so long and faithfully conducted for the interests of the craft, then I should be happy ty see it; but I should expect its projector to hold up "clean hands" in the start, which neither Stratton or Tousley can do under the exciting circumstances. Hence, I repeat, they are not the men.

Again; from whence comes the demand for a new Magazine? The first ery that was raised by these two men was, that the old Magazine would suspend January 1st, and that their Magazine would simply be a continuation of the one suspended. This has proven to be false; for the eld Magazine is going along in the "steady old way," as usual, turning neither to the right nor to the left; and so far from this being the truth, we find that in place of "suspending," the Magazine appears in a more improved and extensive form than ever.

But, on taking a peep at this "prospectus," we find, as the title of the proposed Magazine indicates, that the New York Coach-Makers want it. And in honor to this complimentary demand upon Mr. Stratton's "mechanical abilities" and "literary at:ainments," he has named the child, and if it come not 'still-born' it shall be called "New York Coach-Makers' Magazine." Well, if the Coach-Makers of Gotham can support such an extensive cuterprise, be the honor "all their own." But as for me and a host of my friends, we shall continue as we have done, to give our aid and support to the "Asserican Coach-Makers' Magazine" so long as it is conducted in its present perfect state. Your assistent here, Mr. Irving, will send you a club of subscribers in a few days, which shall convince you of our good wishes towards the Magazine, and for the welfare of its publisher.
Yours, truly and fraternally,

J. R. K.

Saying and doing do not together.

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COACH-MAKERS' MAGAZINE THE

INVENTORS AND WHAT THEY HAVE DONE

A world without inventors would consist only of forest and swamp. Before they appeared it was, and where they are not, it is, an Australian jungle, through which men affiliated with beasts roam in quest of miserable subsistence and shelter. The difference between the civilized and troglodytes is, one class coutrives, the other does not. Nothing is clearer than that mechanical inventions are ordained to animate, clothe, and adorn, a naked and torpescent world-to infuse into the species the elements of increasing vigor and felicity. Even as arts multiply and flourish, the chief labor of working out the great problems of existence continue to devolve upon inventors. Without them the prospects and hopes of the present had neither been seen nor

The fact has scarcely, if ever, been glanced at, that nearly evventors. Without disturbing old records, it is enough ro turn a leaf of modern history. The substitution of fire-arms for primitive weapons, has wrought an entire change on the face of society. Another and ever-memorable epoch was introduced by the bility of copying from manuscript millions of figures without revivers of printing and the inventors of type founding; another by steam as a motor; to say nothing of the revolutions brought hardly yield their assent. It is enough to say that perfection in about more recently by spinning-jennies, power-looms, ocean elaborate and difficult calculations is unattainable with certainty steaming, gas lights, photography, railroads, telegraphs, &c., which so honorably distinguish our times from all that preceded

But for the artificer's skill, the sublimest of the sciences has not been attempted, nor the sublimest triumphs of human reason and research achieved. By means of two inventions, the extremes of creation are brought within the range of human observation, and the grandest of conceivable miracles demonstrated. With the microscope, the human eye discovers animated worlds in crops of liquid and grains of fecula. and may yet deteet ultimate atoms in the most attenuant of the gases. By the telescope, the same eye penetrates and wanders at leisure through their own mistakes at once, cerrect them, and then shutting out a space far beyond what was once thought the limits of an archspirit's flight. Leaving the satellites of remote planets behind, it resolves the infinitely more remote nebulæ. and, sweeping round the awful horizon, takes in what would seem half the uni-

At a more favorable time than Fitch lived in, Fulton rose, and steamers began to creep up rivers, next dashed over lakes and inland seas, and now are rushing in fleets over every ocean.-Whitney appeared, and forests were swept away to make room for cotton fields—turning the soil from harboring beasts of prey, to raising clothing for half mankind. Daguerre, and the sun turns portrait painter—exemplifying a classic myth. Stranger still, Morse and his compeers have bridled the mest subtle, fitful, and terrific of agents, taught it to wait, silent and prompt as a a page in a monarch's ante-chamber, and when charged with a message, to assume the character of a courier whose speed rivals thought and approaches volition. From the beginning, means thought and approaches volition. From the beginning, means made hose. Then straw-plaiting, tambeur-work, lace-making, means plain and fancy embroidery, with other delicate operations of the more or less rude or refined have been employed for the transport needle were and associated and approaches the transport of the more or less rude or refined have been employed for the conplaint and fancy embroidery, with other delicate operations of the veyance of material things, but not until now has the transportation of thought-of thought divested of augat visible or ponderable—been attained. Indian runners hasten with informations other performances are now done by automatic fingers with tion through floods and forests, over hill and dale; but to carry it, they convey themselves as packages containing it, or as tablets that no human organs can rival. on which it is impressed. So also with the contents of our on which it is impressed with distant minds through the gross ism. The lathe is still to be met with in its primitive forms, in mans—minus command written paper; whereas by means of ar- the potter's wheel, the spring-pole instrument and also as used medium of printed and action paper, and also as determined and also to the spiritual; for by it, thoughts are made to dart through ist employs one hand to revolve the object to be formed, holds space uncloged by symbols and envelopes, and consequently the cutting tool in the other, and presses it on the rest with his unretarded by carriers and postmen.

telegraph, as outre bottle-imps and more attractive fairies; give eccentric work; copies medallions, and even busts in equal, ening color to the proposition that in nature's areana are germs of larged or reduced proportions—performes the work of the engraevery popular superstition, and that no prevalent delusion is ver, die-sinker, and statuary or sculptor.

without its corresponding truth. Be this as it may, the chiefs of modern Prosperos, by means of a few strips of metal, release from jars of acid spirits so agile and obedient; that, on the slightest tap of its master's finger, each one flies with messages ever a hundred leagues of latitude, delivers them, returns, and is waiting for others before the signals can be repeated, or the pulse beat twice! An ancient elf boasted of putting a girdle round the earth in forty minutes—these modern sprites can really do it within half a one. If art and science allied have done such things, what is it they cannot do?

If machinery don't think, it does that which nothing but severe and prolonged thinking can do, and it does it imcomparably better. In the composition of astronomical and nautical tables, felt. It is they who, by discovering new physical truths, are establishing the grandest of moral ones—Perpetual Progress—ilumitable advancement in social, civil, and include that a possible accuracy is everything. Many a ship has been wrecked through truths are in "Guides" to navigation; but absolute accuracy, continued through abstruse calculations that occupy months, and sometimes years, is too much to expect even from the sagacious, ery marked advance of civilization began with, and is due to instudious, and careful. But suppose it attained; the next difficulty is to transfer the results, untainted with error, to printed pages; a source of mistakes which few besides authors and printers can appreciate. If other persons were told of the impossimisplacing, leaving out, or inverting more or less, they would by human figuring; nor is it to be expected in the professional labors of the most expert compositors.

Now, automata have been made to work out arithmetical problems with positive certainty and admirable expedition; relieving mathematicians and others of an incalculable amount of mental drudgery-drudgery that has worn out the strongest constitutations. Moreover, they carry the use of numbers further than the clearest intellects dare follow-to an extent that language lacks terms to express. In human computations, minute errors creep in and corrupt the whole, often requiring months of the closest ratiocination to find out; but calculating machines detect the interference of human figures as well as heads, and with them the chance of marring the work, they print their tables as well as compose them--thus producing works to which entire confidence can safely be given.

The power inventors wield is not less manifest in the changes they have wrought in the habits, customs, and occupations of females, than it is obvious in the pursuits of the other sex in the out-door world. They have not only broken up the timehonored arrangements of the kitchen, wash-house, and dairy, but have invaded the parlor and even boudoir. A century ago the rock and spindle were common ;-in Europe are women who still twist thread with their fingers. Fifty years since, the wheel had a place in every dwelling, and carding no less than spinning was a domestic duty. With thrifty house-wives the shuttle, too, was not a stranger. Within twenty years knitting was indispensable; not a few of our farmers still wear homeneedle, were and are still taught as necessary accomplishments. Such they will hardly be held much longer, since these and vaa precision, regularity, dispatch, delicacy of touch and finish,

Most, if not all, the fine arts have been subdued by mechantoes.) The lathe, so long confined to shape articles whose sections will be seen strangely verified in the tions were circles, now produces oval, elliptical, epicycloidal and

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THE EDITOR'S CHAIR.

I regret to say to the readers of the Magazine, after so short an acquaintance with them, that I have seen proper to vacate the "Editorial Chair." This move has been dictated by a train of unforseen circumstances, and of which I have had no control. My attention is therefore unavoidably directed into another channel, and where I must needs operate immediately.

On taking my leave, however, it affords me great pleasure to say, that the "American Coach-Makers' Magazine" is now in a more flourishing condition than it has ever before enjoyed, and from the spirit that is manifested on the part of its enterprising publisher, to make it par excellence, I feel justified in saying to its readers, that it will fully maintain the "world-wide reputation" it has acquired, with dignity to itself, and honor to the craft. I shall not, however, in taking this leave, lose the interest I have heretofore manifested for its welfare, but, on the contrary, I will do myself the pleasure to contribute to its pages as freely as my time and business will permit.

With the best wishes for the future prosperity of the Maga zine and its numerous readers, I take my leave.

H. N. PRENTICE.

March 10th, 1858.

It will be seen, from the above notice, that we a are unavoid ably called upon to part with our estcemed friend and co laborer, H. N. Prentice, Esq., as editor of this Magazine. In taking leave of Mr. Prentice, who vacates the editorial chair to engage in other pursuits, he carries with him our warmest wishes for his future success. C. W. S.

SHAFT COUPLINGS.

We are constantly receiving letters from our patrons, asking of us to inform them through the Magazine which of the many improvements in "Shaft Couplings" we consider the best and most practicable. In the last number Mr. Saladee gave a decided preference to the "Coleman Coupling," which was dictated from a practical test of the thing, and hence we consider it pretty good authority. But some one has thrown a stone through our window, as a compensation for that notice, whom we suspect lives in a glass house himself. The unknown writer asserts that the coupling in question is all a "humbug," and intimates that the ex-editor is not much better for having indorsed it. This circumstance has suggested a few thoughts on the merits and demerits of "Shaft Couplings," which we will here give for the benefit of all such as desire to make use of these improvements.

The first improvement of this kind that fell under our notice, was that of Mr. Chapman's, which consists in the application of an indiarubber block between the shaft head and front axle. This device answered the purpose for which it was introduced tolerably well; but the objections which subsequently followed were such as to suggest the necessity of a still further improvement in this important part of the carriage. Persons using the thing soon observed that the inconvenience of changing shafts and pole with these compressed blocks was so great, that they recommend to them "Coleman's Shaft Coupling."-ED.

would, in two evils, (choosing the least,) about as quick omitthe use of them. Again, it was found that the extreme cold so effeeted the material of which these blocks were composed, as to render them entirely useless. Where the shafts are not to be taken out, the rubber blocks answer a very good purpose in the summer time, but we have yet to see the pair that did good service under other circumstances.

A subsequent improvement to this, was that of Mr. Green, of Providence, R. I. This consisted of a thick piece of leather which extended from the shaft head, and took the clip under the front axle. Thus the joint was entirely obviated, as the clasticity of the leather admitted of an up and down movement of the shafts, just as though there was a joint. In this case the leather would, from the constant exposure to all kinds of atmosphere, in a very short time become brittle, and consequently unsafe.

The next step in this direction, was that of Pitman's improvement. This consisted of an indiarubber tube, which was slipped into the eye of the shaft head, and the coupling bolt forced through it. Here the same difficulty became apparent as in Chapman's. It was almost impossible to detatch the bolt after it was once driven through the rubbertubes, but it was found in many instances not to prevent rattling as effectually as did that of Chapman's.

Mr. Shoenberger was the next inventor in the field. His coupling was, with one exception, one of the best we had seen at that time. The spring, by which all its liabilities to rattle was prevented, was of such construction as to be subject to getting out of repair at any time, and particularly so when driving through mud, &c.

The next coupling that fell under our observation, was that of Miner & Saunders, of New York. This was likewise subject to the same defects as that of Chapman's & Pitman's-too much trouble in changing the shafts; and, moreover, it has an additional joint, which we think might be very liable to get out of repair. It is likewise too expensive.

Mr. Flowers, of Brooklyn, next claimed our attention as an inventor in this department, but his device was so complicated that the cost would more than counteract the advatages it possessed, and hence it has never been brought into use.

And last, though not least by any means, Mr. Coleman, of Cincinnati, introduced an improvement which will as surely come into general use as he manufactures it, and which we are informed he is preparing to do on an extensive scale. This coupling is constructed in such a manner as to obviate all the objections made to every other coupling. It can never rattle; it will out wear any one carriage, and to change the shafts is a task which any one may perform in a minute.

For these reasons, we presume, Mr. Saladee saw proper to indorse the "Coleman Coupling," as he did. And we should be willing to do the same thing.

Carriage-makers who are desirous of giving their customers an improvement of this kind that they may feel ecrtain will render satisfaction, we can do them no better service than to



MAGAZINE. COACH MAKERS'

THAT FORGED LETTER.

In that vile sheet known as the "Tousley and Stratton Manifesto," the author labored industriously to convince his readers that we had "forged a letter" for the purpose of reflecting upon the spotless character of E. M. Stratton. The letter in question, was sent us from Williamsburg, N. Y., enclosing a "prospectus" which Stratton had slipped into our Magazine, which he mailed to Mr. F. L. Kidder, of the above place. This we published in our supplement of October last, to show the low villainy of Stratton in privately slipping his prospectus into our Magazine, which he was mailing from the New York office to avoid paying postage.

Now, these two individuals have exhausted all the rascally ingenuity of which they were masters, to cover up and hide this villainous act, that the "annointed" Stratton might escape the just condemnation of the whole fraternity. But we are prepared to show that he is guilty of the dirty trick, and here is the evidence:

WILLIAMSBURG, N. Y., March 2nd, 1858.

MR. C. W. SALADEE—Dear Sir:—Yours of the 25th ult. is at hand, in which you wish to know if I denied sending you the last the last of the the letter published in your supplement. Some time in October, I think I called on Mr. E. M. Stratten to know what had become of my Magazine. Mr. S. showed me a supplement and wished to know if I wrote the letter it contained. I told him I did not. He then wished to know if I would make an affidavit to that effeet, and I replied that I would not, as I did not wish to have anything to do in the affair. When I returned to the shop, my partner told me that he had sent it, and had forgotten to acquaint me with the transaction, as I was away from the shop most of the time that week. About two weeks after this, Mr. Stratton sent his son over to get a written acknowledgment that I did not write it. He failed in this. He next came himself; but, in the meantime, I had received one of your supplements, and I likewise refused to give him the desired document, as I considered that he and Tousley had done you much injury in an underhand way. I asked him about the "stereotype plates," and he admitted that Tousley did try to get them. He likewise admitted other charges in the supplement. Ife then demanded who did write the letter. I called my partner into our office, and told him that was the gentleman who wrote it, and furthermore, that I approved of it, and felt justified in doing so, after seeing how they attempted to rob you of the Magazine. He thought I would change my mind after I saw the other supplement, which he said he would send me, but it has not done so, as yet. Those were the circumstances under which I first told Stratton I did not write the letter.

Direct our Magazine to Kidder & Aeby, 99 First street. P. S .- The above is not intended for publication, although it is all strictly correct, as my partner will testify, as well as to many more things which was said by Stratton.

Our friend, Mr. Kidder, will excuse us for the liberty we have taken with his letter, when he comes to reflect that it can do him no harm on the one hand, and that on the other it relieves us of a most serious charge, and brings to light the premeditated rascalities of those who made it. C. W. S.

> For the Coach-Makers' Magazine. CHARLESTON, Ill., Jan. 13th, 1858.

Bro. SALADEE-I saw a copy of your valuable Magazine a few days since, and was glad to see it still in the land of the living, notwithstanding the broadside aimed at it by your "friend" Tousley, a few days ago. I wish you would send me a specimen number of original articles sent us for publication.

copy of the new volume, and I will try to raise you a fine club among my hands.

TO THE EDITOR OF THE COACH-MAKERS' MAGAZINE.

Tower aloft; heed not the missive; All thy friends will round thee throng. Make "Excelsior" thy constant motto, And the burthen of thy song.

Dark may be the scowl of winter, Perseverance dispels the night.
"Ever forward" is the watchword, In the holy cause of right.

Tower aloft; the crafty hunter' And the howling of his pack, Jaded follow in thy footsteps,
But thou seem'st to heed them not.

Climb the steep hill of science, Keep the holy prize in view, And the wintry shades will vanish, Quiet as the morning dew.

J. SOUTHERLAND.

There are some men in the world who think themselves so exceedingly smart that they possess a sufficient degree of the cunning to dupe the whole creation. Unfortunately, M. G. Tousley is a genius of this description. He is up to a great many dirty ricks waich he calls smart; but, after all, he is just thick headed enough to let himself be caught in every instance. He is the author of the above very encouraging letter and appropriate lines. The latter he had arranged in an acrostic of the most vulgar description-sent it to this office with the fullest assurance that we would be fools enoug to publish it; but, alas! like many more, he has, in this instance, been the victim of self-conceit. We have copied it verbatum, only destroying his charming acrostic. The preface to his poetry is, we will admit, a very nice bait, and well calculated to "draw the wool," but the poor fellow stuck it in the wrong box to "get a bite." Mr. Southerla id, try us again, will you? c. w. s.

Who is it that talks so religiously about not wishing to be identified with the interests of this Magazine, or to filch from it any thing that it has acquired, and, in the meantime, copy its subscription list and forward the same to E. M. Stratton, of New York, and who has the honor to make use of it, knowing it to be smuggled property?

> "One may smile and smile and be a villain; At east I know it may be so in-Gotham.

C. W. s.

THE NUMBER OF CARRIAGE SHOPS IN NEW ENGLAND. From statistical items we have been gathering, we find that New England has fourteen hundred and fifty-seven carriage shops, as follows:

Massachusetts,		-		_		_		_		405
Rhode Island,	_		-		-		-		•	75
Maine, -		_		_		_		_		388
Vermont,			_		_		_		-	202
New Hampshire,		_		-		-		-		178
Connecticut,	_		_		_		-		_	209

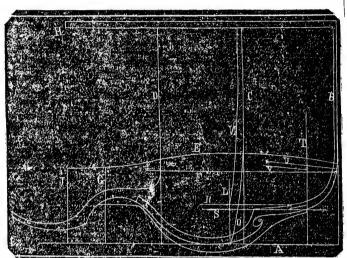
Our old friend, Mr. James Scott, has our thanks for a

COCOC NO



FRENCH RULE.

In this, our fourth article, we shall endeavor to show the reader how to obtain the proper length, from shoulder to shoulder, of the seat rail and all other cross bars, which are framed into the



We draw line R the proper height andparallel with base line A, represecting the back seat. Following line R, where it crosses line L, we find the exact point for the insertion of the top edge of the scat rail into the hinge pillar. We have next to find out how long the seat rail is to be made between the shoulder. This dimension is obtained in measuring the space between lines C and L; the number of inches it measures you will take twice, which answers for this space on each side. This measurement you have to subtract from the extreme width across the body, where line L intersects the hinge pillar N, which calculation will give the required length of the seat rail between the shoulders correctly. Let "us suppose, for instance, the extreme width from uutside to outside of the body at the hinge pillar to be 48 inches, and the space between lines C and L to be 4 inches, which would make 8 inches for both sides; this is to be subtracted from 48 inches, and gives the exact length of the seat rail from shoulder to shoulder at 40 inches, considering line L the inside of the hinge pillar The front seat rails will be shorter, owing to the contraction of the body; but in applying the same calculation for ascertaining their proper length, you will experience no difficulty to obtain it properly. To find the length of the cross-bars which connect the two sills together, you have only to measure from base line A to line F, (or inside of the sill,) and multiply by two, which gives the exact length between the shoulders. In like manner, by measuring from base line A to the inside of the sill, the required length of all the cross-bars employed in the bottom of the back part of the body is properly obtained.

We introduce next the rule by which the back corner pillar is planted into the bottom side, so carry out the swell of the body from one end to the other, or corresponding with the kant rail perpendicular line T at the back extremity of the bottom side, his brother, James Grubb, Louisville, Kentucky.

and from the latter point draw horizontal line S. These two lines show how much the body throws under where lines T S connect, and at he same time the extent to which the corner pillar should be thrown around towards the back end of the body. This is done in the following manner: Having drawn the line last mentioned, you will set one point of your compasses on line C, where line R crosses, and let the other point rest on the latter, where line O crosses it. This then shows you how much the body throws under, where lines T S connect. With your compasses set as described, you will next touch line T where it crosses line E with one point, and with the other point make a mark on line T towards the base line, as represented by line U, where line T crosses. This pillar at the top is not so heavy as at the bottom; therefore, whatever is the desired thickness of the pillar at the top end, (say 11 inch,) you will take in your compass and space it from line E on line B, which gives the required bevel of line U. This latter line represents the outside of the corner pillar where it is inserted into the bottom side. Therefore, the thickness of the pillar at this point must be shaped off inside of line U on line T, which gives the exact point where the inside of the corner pillar will be located in the bottom side. V, therefore, to the left of line T shows you the position to give the slot or mortise in the bottom side for the reception of the corner pillar. The bevel on the side of the back corner pillar is obtained by laying the back edge of the bevel on line B and shift the blade so as to range with line E. Lines V and B will, in like manner, give the bevel of these pillars across the back of the body. Line B from line to line E, gives one-half of the length of the top rail across the body.

[TO BE CONTINUED.]

WOODBURN & SCOTT.—In the January number of the Magazine, we illustrated an exterior view of the large building occupied by the above named parties as a Wheel and Spoke Factory in St. Louis, Mo. But, unfortunately, our draftsman made a sad mistake in its proportion of length, which we have corrected in this number, as will be seen by reference to their advertise-

For this number we had another view engraved, representing an exterior view of the "Turning Hall," and which we had arranged in the form and put to press. The cut happened to be slightly warped, unobserved to the pressman, and the very first impression broke it in three pieces, and as the issue of the Magazinc was already late, we could not possibly get it re-engraved in time for this number; hence, we were obliged to omit it. But it shall appear in our next together with other matters pertaining to this factory.

We trust that our friends W. & S. will, under the circumstances, bear with us.

INFORMATION WANTED-Of the whereabouts of John R. Grubb, who has been absent from his family for several years. When last heard from-about two years ago-was at Mobile. or top tic. In order to accomplish this, you only have to draw any information respecting him will be thankfully received by

CEE G. (1)

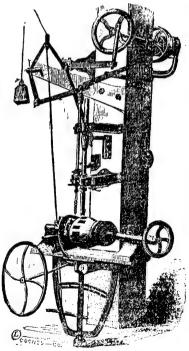


MAGAZINE COACH-MAKERS'

BUSINESS DEPARTMENT.

their first attempts at a Power Hub Mortising Machine, on an unequal "dish" to the mortises. order from the well known firm of Royer, Simonton & Co., of Cinfirst. In the mean time important alterations had been made on the first machine, and the third machine, for Messrs. Blanchard & Brown, of Dayton, Ohio, was different from either; but still, that part of the machine very correct in its operations, the workman had not sufficient control of the motion of the chisel. It was not until the spring of 1853 that their patent "Vibrating Arm" was introduced, which has proved all that could be desired. By its use the workman has perfect control of the action of the machine, being able, by means of a treadle to stop or start the chisel gradually or instantly, and the chisel is so constructed that very nearly all the chips are drawn out of the mortise.

But a single chisel is used, and it is made to revolve half way round when the mortises are completed at one end, so as to cut in the other direction. An auger, also propelled by power, stands beside the chisel, with which a single hole is first bored where each mortise is to be made.



These augers are made especially for the machine by the best auger maker in the country, and the "shank" is turned, as are the chisels, to fit a conical hole bored in the extremity of the needs no improvement.

mandrel. These holes being just the same in all the machines, they can at any time supply new tools that will fit the mandrels We this month present our readers a cut of Lane & Bodley's with accuracy. In all the machines built previous to May last, celebrated Power hub Mortising Machine. Many of them are the hub was held on conical points, that entered the hole bored doubtless already familiar with it from daily use, but as probably through its centre; but as many manufacturers objected to bomany have never seen it, we think a short account of it may not ring this hole in the rough blocks, and turning the hub on an be uninteresting. It is near about seven years since they made iron mandrel-it was often not in the centre, thereby giving an

This season they have introduced an improved screw check cinnati. The first attempt-although practically a success - that grips the hub by its periphery at each end, so that it must was not satisfactory, yet its operation was such as to secure them hold it true and much more firmly than the old arrangement. an order for a similar machine from Woodburn, Scott, & Co., of They have already altered many of their old machines to hold St. Louis, which was, in many respects, an improvement on the the hub thus, and would like to equip all the others in a similar manner. The cost is \$50. They have three sizes of these mortisers that will mortise from the smallest size up to 8 in., 12 in., and 14 in., respectively. For carriage-makers and wagon-makers although their alterations in the dishing arrangement had made they have combined machines at an additional cost, that will not only morsise hubs, but any kind of square timber.

> Many forms of Hub Mortising Machines have been contrived, but this seems to be the only one that has met with much favor. as is proven by the number that have been sold in the last five years. Royer, Simonton & Co, of Cincinnati, have three of them in constant operation-Woodburn & Scott, of St. Louis, two. Of the various styles of these machines, several hundred have been sold, several of which have Lone to Europe, and quite a number more have made sea voyages to various parts of the world. As will be seen by the annexed certificates, the mechanics of the East are as well pleased with them as the craftsmen of the West.

As Messrs. Lane & Bodley are devoting especial attention to the various machines needed by wheelwrights, ceach and wagon manufacturers, we think that those who wish the aid of good and efficient machinery to release their men from the drudgery of the business, and increase their own profits, would consult their own interests by examining their stock.

ELIZABETHPORT, N. J., June 9th, 1857.

MESSRS. LANE & BODLEY, Cincinnati-Gents:-We have your Mortising Machine working entirely to our satisfaction, and we feel convinced that it is decidedly the best machine in use. It not only works faster than any other machine we have ever seen, but does its work better. We can easily mortise (50) fifty setts of common buggy hubs in a day of ten hours.

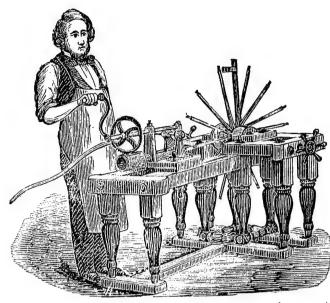
If you wish to refer any one wishing to purchase, to us, we will with pleasure show them the machine, and give them what Respectfully, WHITTEMORE & JONES. information we can.

CINCINNATI, Jan. 1, 1858.

MESSRS. LANE & BODLEY-Gents:-Having in operation in our Factory your first Hub Mortising Machine, which has been in daily use for nearly seven years, (it being the only machine that was not destroyed in the burning of our Hub Factory last winter) and which still works as well as ever, together with the similar machines, also of your make, we can truly say, that they are the very best, and only reliable Power Hub Mortising Machines of which we have any knowledge. Your late improvements in the carriage are all that can be desired. The screw chuck holding the hub with a truth and a firmness that ROYER, SIMONTON & CO.

~000 (S)

GUARD WHEEL MACHINE.



The above engraving of this machine, represents the operator in the act of boring the tenons on the end of the spokes.

We are pleased to notice that Messrs. Hayden & Fisher, of Cieveland, Ohio, have completed extensive arrangements for the manufacture of their "Patent Wheel." Having formed a co-partnership with Messrs. Platt, Martin, & Co., of Salem, Ia., the business will be conducted by the new firm under the name of Hayden, Platt & Co. From the acquaintance we have of Mr. Platt, we feel certain that this arrangement will be fully carried out, as this gentleman is already extensively engaged in the manufacture of spokes, hubs, &c. The new firm has now on hand a sufficient quantity of seasoned timber to manufacture three thousand setts of wheels.

St. Louis, Mo., March 8th, '58.

ED. COACH-MAKERS' MAGAZINE—Dear Sir:—Will you have the kindness to inform me by letter, or through the Magazine, where the "Patent Bow Socket" can be had? I am informed it is a late improvement. Yours, R. S. S.

[The "Bow Socket" you refer to, we presume, is the one patented by Shelton & Luther, of Plymouth, Conn. We do not know that they are, as yet, manufacturing the article for sale. We are under the impression, however, that they are not in the market.—Ed.]

LANE & BODLEY'S MACHINE WORKS.—Our friends will observe from the illustrations we are giving from time to time under this head, that these enterprising men are manufacturing everything in the way of carriage machinery. From what we know of these works, and the gentlemen who conduct them, we cannot do less than to repeat what we have before said of them; "If you want good machinery, be sure you order from Lane & Bodley."

The Bay City Spoke, Hub, and Felloe Works, are now in full blast. They have a splendid assortment of seasoned second growth spokes constantly on hand. See advertisement.

Notice to our Eastern Friends and Patrons.—We would here say, that Mr. II. R. Naylor, our agent, will have the pleasure of waiting on the friends and patrons of the Magazine, the present month, when he hopes to form their agreeable acquaintance, and commence with them another pleasing and instructive correspondence for 1858.—Ed.

Image: Mr. Saladee will visit his friends throughout the States of Indiana and Illinois the present spring and coming summer, on business relative to his patents and the Magazine. He will travel with his own team and buggy. The latter will no doubt be a rare novelty among the craft in that section, for it is "something new under the sun." He is to commence his tour on the 15th of the present month—(April.)

Blanchard & Brown, of Dayton, Ohio, are fast gaining a position among the first spoke, hub, and wheel manufacturers in this country. They have got a mammoth establishment, and the largest stock of seasoned timber on hand we have ever seen together at a factory of this kind.

carpet with a splendid stock of goods for the spring trade. They sell as cheap as ever, and are as accommodating to their customers as usual.

C. W. S.

Those of our friends who go to Philadelphia to buy goods, must not forget the Coach Hardware and Trimming House at 318 Market Street, where they will find Messrs. Goff & Peterson ready for business, as usual.

We take pleasure in recommending the house of Thos. Hayden, No. 79 Beekman St., New York, to such of our patrons as go that way to make their purchases. See advertisement in this number.

Complete volumes of the Magazine for 1856 will be furnished by mail to any part of the United States or Canadas for \$1,00. Those who have not got this volume will find in it a great deal of valuable information.

Messrs. Wood & Brothers, Bridgeport, Conn. It appears that on Saturday afternoon, March 8th, their carriage factory, by some means, caught fire. The third story and roof of the main factory were destroyed. The loss is estimated at \$1200 to \$1500. White & Bradley, Platers, occupied a room in the building, and lost \$1000, covered by insurance.

We regret to learn, also, that the residence of our friend, G. D. Cook, Esq., the great carriage manufacturer at New Haven, Conn., was destroyed by fire a few days since.

Mey Quills are the things that sometimes are taken from the pinions of one goose to spread the opinions of another.

If you want to know whether a tree is hollow or not, ax it.

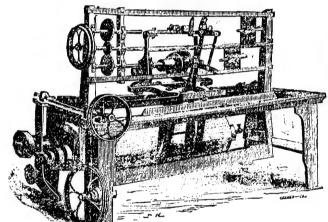
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ADVERTISING IN DIRECTORY.

Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

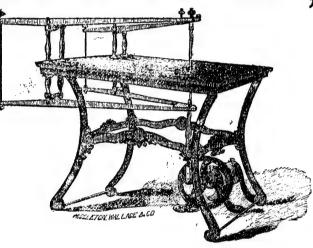
All advertisements for a shorter time than twelve months, are charged 50 cents per line for each insertion; Payable in advance.

Manufacturers



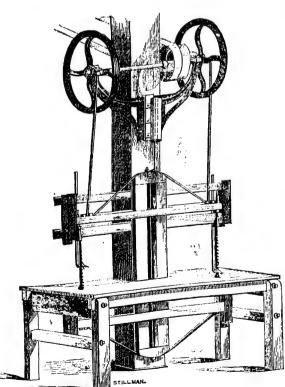
CINCIANATI,

OHIO.



PROSSER'S IMPROVED SCROLL SAW.

BLANCHARD'S PATENT SPOKE LATHE.



LANE & BODLEY'S IMPROVED SCROLL SAW.

BLANCHARD'S PATENT SPOKE LATHES, Spoke Tenoning Machines,

SINGLE & DOUBLE FELLOE SAWS, Sweep Carriage for Sawing Felloes, RAILWAY CUT-OFF SAWS, RIP SAWS,

SAW MANDRELS, WHEEL MACHINERY IN SETTS,

Machine Augers, Hollow Augers, & Boring Machines, Woodworth Patent Planing Machines, Daniels' Planing Machines,

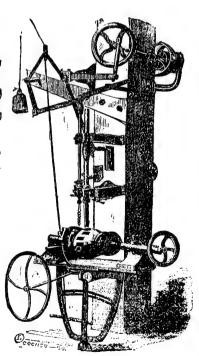
SHAFTING, HANGERS, & PULLEYS.

Steam Engines,

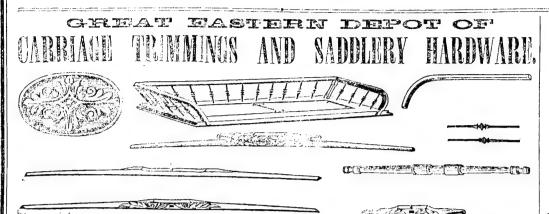
EIREULAR-SAW MILLS. For further particulars, address

LANE & BODLEY,

Cor. John & Water Sts., Cincinnati, Ohio. March-1858



HUB MORTISER, NO. 5.



ar (}r3

No. 29 Orange Screet, New Haven, Connecticut,

Manufacture as d keep constantly on hand a large raciety of every description of



The attention of Purchasers is especially directed to this House

OUR CATALOGUE OF CARRIAGE GOODS:

Self adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass Bands, Silver do., Brass Sand Bands, Silver do., Stumpt Joints, Hame Rivets, Joint do., Carriage Knobs, Top Props, Brass Hinges, Silver do., Iron do., Soild Brass Handles, Electro Plated do., Sil. close do., Turned Iron Collars, do. Pated, Door Locks, Blind Catches, Brass Inside Handles, Silver do., Linin; Nails, Silver do., Brass do., Japanned, Ivory Nails, No. 1, dot No. 2, do No. 3, Brass Terretts, Silver do., Brass Pad Hooks, Silver do., Brass Swivels, Silver do., Ivory Inside Handles, Ivory Pull-to Handles, Ivory Sildes, do., Knobs, No. 1, do. No. 2, do. No. 3, do No. 4, Ivory Head Serews, 3-4, do. \(\frac{7}{3}, \) do 1/\frac{1}{3}, \) Buckles of all kinds, Silver Chas'd Handles, Brass do., Patent Leather, Rubber Cloth, Oil Carpet, Coach Lace, Tufts, 'Lassals, Tuffing Twine, Seaming Cord, COACH LAMPS, Carriage Springs, do. Axles, do. Hubs, do. Spokes, Coach Door Slide Bobs, Coach and Buggy Whiffletrees, Bobs, Malleable Iron, Lead Mou'dings, Spring Rollers, Curled Hair, Moss, Buttons, and of all colors, Mal, Hand Screws, 4 sizes, Knobs, Silver Chased Ornaments, Silk Fringes, Worsted Fringes, Card Plates, with names neatly engraved, all styles. Self adjusting Pad Trees, Rein Hook Levers, Pole Crab and Yokes, Curtain Frames, Dashes, Brass

WOOD WORKS:

Burgy Seafs and Carriage Bows, Carriage Parts Plain, do. Carved, all styles, Seat Sticks, do. Rails, Spokes, Bent Felloes, Hubs, mortised and unmortised, together with other parts belonging to a carriage

The bepseing used in the manufacture of our wood-works.

[Feb., 1857.]

C. C. & Co.

SAMUEL F. PRATT,

PASCAL P. IRVIT.

WM. P. LETCHWORTH.





MANUFACTURERS, IMPORTERS, AND DEALERS IN EVERY DESCRIPTION OF

SADDIERY, COACH, AND

OFFICE AND SALE ROOMS, No. 34 Terrace Street,

Opposite the Western Hotel, and adjoining the Hardware Store of Messrs. Pratt & Co.,

BUFFALO, N. Y.

The Greatest Improvement of the Age!

SARTHER M'S PATENT ANTI-RATTLING, ANTI-PRICTION

SHAFT

On an entire New Principle. It will last as long as a Carriage to which it is applied, without costing a dime for repairs.

As a trial of more than two years abundantly proves.

Boxes containing & dozen setts or more, sent to any part of the United States or Canadas at \$150 per sett.

TERMS—Cash. All orders must be addressed S. D. SARVEN, Columbia, Tenn.

July-1857

Naugatuck WHEEL COMPANY,

NAUGATUCK, CONN., MANUFACTURERS OF

HODS, SPOKES, PELLOES &

Of every description. Also, manufacturers

Ward's Spoke Turning Machine,

Universally acknowledged the best Spoke and Lathe now in use. Orders respectfully solicited.

NELSON FULLER, President of the Company.

July 1857

F. M. PERKINS & CO.,

MANUFACTURERS OF

Pearl, Ivory and Bone Trimmings,

FOR

CARRIAGES, RAILROAD CARS, SAD DLES, HARNESS, &c., &c.

Motal Carriage and Harness Trimmings, of all Descriptions. Also, Manufacturers of fine Pearl and Ivory Coat and Vest Buttons. WATERBURY, CONN.

July-1857

AGE TRIM

JOHN P. JUBE,

83 Bowery, N. Y.

Keeps constantly on hand a large assortment of choice

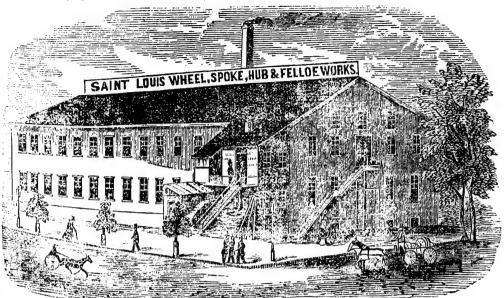
Saddlery & Coach Hardware,

Together with a well selected Stock of the most approved Manufacturer's

PATENT LEATHER.

Japanned Curtain Cloth, Warranted Steel Springs Patent, Half Patent and Plain Axles, Bolts of Superior Quality, Hubs, Spokes, Bent Rimbs, Shafts, Poles and Tap Bowes, Coach Varnish and Japan, Curled Hair, Moss, &c. [June, 1857]

INTERNATION



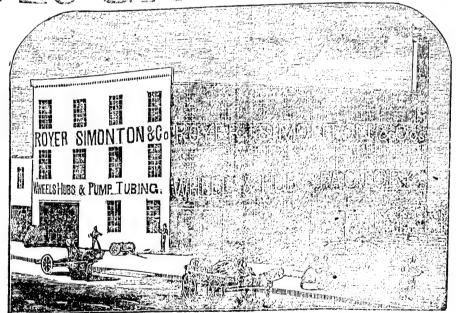
WOODBURN & SCOTT, Proprietors of Blanchard's Petent THIS FACTORY IS NOW ESTABLISHED ON THE MOST EXTENSIVE SCALE, AND keeps constantly on hand a large and well selected stock of

Wheels, Spokes, Felloes, Hubs, Bent Shafts, Poles & Bows,

Which, in point of "quality of timber" and perfect execution of workmanship, cannot be surpassed. We manage to keep a large and ample sto k of Shasoken timber constantly on hand, so that one cutomers may always expect seasoned stuff which they order it so.

[13] Our prices are reasonable and terms (herd.)

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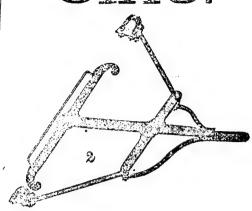


.D. 319813, HOSO, ILLLULY, CHAILY, UUTO, Factory No. 376, South side of Third Street, below Smith Street,

CINCING ATI, ONIO.

We Simonton being a practical Carriage-Maker, our customers may depend upon having their orders in the content of the con

OHIO.

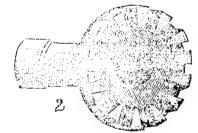


The chicago coupling LIONGLE Pastent.

Universally a moreledged the best Curriage Coupling in the World.

to inform the Carriage Makers throughout the State of Ohio, that they have purchas all the Execusive montr of the above improvement for this State, and that as a as the Spring trade is resumed, they will commence emvassing the State with the view of introducing this cruly valuable improvement among the "Backeye" Coach-bickers. In the mountime they hold themselves in readiness to execute deads for either Shop or Coanty Rights, at any time they are called upon, either by letter or otherwise; and they bag leave to assert their patrous that they shall be dealt with on the most libral terms. Parties purchasing the Right of this Coupling, will not only get the axis Coupling ever invented, but they will likewise get a deal or the same, giving a title which can never be d'spated or get around, as has so frequently be a the case in that of "Everett's l'at one and others. We are aware that Carriage Makers, gardenlarly in Ohio, have been deeply wronged in the purchase of the "Everet Capting," by having been compiled, in numerous in that of the purchase our ariends that no such trouble can attend the purchase of the Lord Coupling. For outher perfectating agencies THE UNDERSIGNED TAKE THE PLEASURE no such trouble can attend the purchase of the Lord Coupling. For turber perchastra, access HERTH & HURD, Cacago, Illinois.

The Haceleior



THE HUB IT WATLANTED THE EEST MEtallie Hub ever brangin into me, and ig the most
practical and simple of any other ever invented. I take
this method of informing the Paidic, that I have parcinesed the execusive means of this patent in the following territory, viz t. Oneo, Vermont, New Humpalare,
Mayacahas eta, ithoda Island, Wissonsin, Munesoca,
Nebradia, Arkan at, Texas, California, Florida, South
Carolina, Mindesippi, Alabama and Louisiana, which I
propose to dispase of in State Nights. I will offer to
such persons who will engage in the manufacture of this
axio, such inducements to take hold of it that cannot fail
to meet their approbation. For further particulars, address

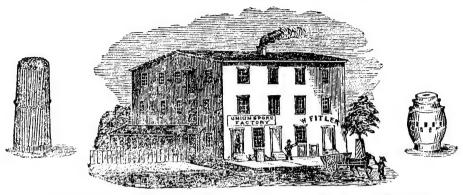
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Jan-1853 THE BUR IS WASSAUTED THE CEST ME-

Jan-1853

QUALITATE MALLEAGLE TRON COMPANY, 65 TRAISLE STREET,

Phiadephia Union Spoke and Hub Manufactory.



SPOKES

Of every variety kept constantly on hand. Our stock of finished work is very extensive, so that we are at all times prepared to fill Orders at short notice.

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June-1857.

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MECHANICAL ENGINEER, AND

SOLICITOR OF PATENTS, Washington, D. C.

WILL make examinations at the Patent Office, pre W pare drawings and specifications, and prosecute applications for patents, both in the United States and foreign countries.

applications for patents, which have been reflected at the Patent office, be will, when required, argue before the Commissioner of Patents, or before the appellate court; in which line of practice he has been successful in procuring a great number of very valuable actions.

of Patents, or denote the appearance cours, in unaber of very valuable batents.

He will prepare new specifications and claims for the resisting of patents previously granted on insperfees descriptions and claims. Applications for EXTEX-COS of patents, either at the Patent Office or before Congress, he will also vigorously prosecute.

Also, superintent the taking of testimony to be used in conflicting applications before the Patent Office, or to be read in conflicting applications before the Patent Office, or to be read in conflicting applications and before the Patent Office, or to be read in conflicting application on the subject of patents, he will prepare the cases for the legal profession, explain the scientific and mechanical principles involved, and the application of the law thereto. He will also give opinions and advice as to the value and validity of patents, and may be consulted in cases of infringements of a tents and all other matters pertaining to the patent laws can practice in the United states and Europe.

Also, prepare cavents, assignments and all other papers required for securing or transferring patent property.

Having been ten years in the constant practice of his profession in this city, and having free access to the moders and records in the Patent Office, as well as to its library, and the "Congressional Library," c flatters litinself that he can, in all cases, give perfect assistantion to those who may place business in his hands. WASHINGTON, D. C. JUNE 21, 1851.
TO ALL WIOM IT MAY CONCERN:

The undersigned members of the United States Senate and Hour of Representatives, being personally acquainted with Z.C. Robots Esquire, of this city, take pleasure in saying that he is a gentlema highly esteemed for his integrity as a man and his capacity as Solicitor at the Patent Office.

WM. T. HAMILTON, Md., H. HAMLIN, Maine. NATHAM BELCHER, Conn., CHAS. E. STUART, Michigan, SAMUEL CLARK,

B. B. THURSTON, R. I. CHAS. HUGHES, N. Y.

[Washington, November 28, 1848.

TO ALL WHOM IT MAY CONCERN:

TO ALL WHOM IT HAVE GIBED the office of Commissioner of Pa-tents and for some time previous, ZEMAS C. ROBBES, ESQ., has fol-lowed the business of Parent Solicitor in this city, and has been in the daily presecution of business in the line of his profession, at daily prosec Patent office

the Patent office.

I am well acquainted with Mr. Bohns personally, and believe him to be a man of integrity and ability, to whom personata distance may safely entrust their business. I am pleased to have the opportunity to say that he is faithful to the interests of its clients, and has been, thus far, very successful in the practice olds profession.

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N.B.—All Orders punctually attended to. July-1857 Sept.-1857

The Greatest Improvement of the Age! M'ELROY'S Patent Elliptic C Spring and Coupling.

The Best and Cheapest method of constructing pleasure Vehicles ever discovered.

pleasure Vehicles ever discovered.

THE old fashioned C Spring stands acknowledged as without a rival, for ease of motion and durability, its only fault being the uncouth appearance, which it presented, in consequence of it crossing the axie, and sticking out so far in the front and rear of the vehicle. For this reason the Ellipte has superceded it in this country, yet the illipte, to order to perform the same office, consumes a far greater proportionate amount of stock. In my invention these difficulties are all overcome, and the good qualities or all combined.

In the first place, my springs require less stock, 2d, are much lighter. 3d, are caster constructed. 4th, are less liable to get out of repair. 5 h, are nuch easier repaired, 6th, are farmore clastic. 7th, are far more durable. 3th, look better, and axe better than any other spring in the world.

Setting, as they do, (lengthways of the axle,) they avoid the uncount appearance of the old fachioned C Spring. They are plyoted in the center, we as to allow the greating to rook without twisting the bedy. From the center to the turn of the C they combine all he advantages of the Winan's pring, and the Common Elliptic, and in the C they combine all of the elasticity and strength of the old fashioned coach C, and being pivo-ed on the axle rather than the beyth, they avoid the side and once clasticity and the Brown patent.

And for ease of Motion, my Spring knows no rival.

And for ease of Motion, my Spring knows no rival.

My Improved Coupling is so arranged, as to obviate all strain upon the perch and side stays, caused by the elevation of one wheel in pa sine over stones and into deep holes. For a full destintion of my improvements, see plate of Illustrations, and edior's comments in June number of the Magazine.

Liberal terms will be made to Spring Manufacturers wishing to use my Improvement,

as I intend to lay such inducements before both manufacturors and consumers as to bring 1. eventually into general use.

Address CHARLES A. M'ELROY, Desaware, Ohio. Address June 1st-1847

WHITE'S IMPROVED MODE

ATTACHING HUBS TO AXLES

Patented March 24, 1857.

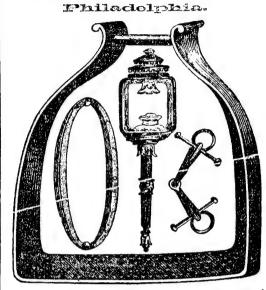
This improvement can be applied to Jarriages and Buggies, or to Wagons of all kinds; and by it the friction is cut off from both ends of the Hub, and will hold grease or oil as long as it will last.

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Great Western Bolt Works,

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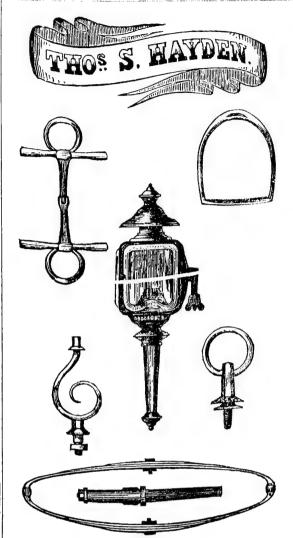
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All from the Pure Sweed Iron, and every one guaran-[Jan. 1857. teed



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Every description of Malleable Iron made to order at short notice.

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Patent Dash Leather; Patent Enameled Leather; Patent and Enameled Leather. fancy colors; Black and Fancy Colored Enameled Cloths; Union and all Wool Cloths, assorted colors; Cotton, Union, and Worsted Damask, essorted colors; Worsted and Silk Coach Laces; Fringes, Rosettes, Tufts, Tassels, Curtain Silks, Buckram, Seaming Cord, Japanned, Brass, Silver and Ivory Head Lining Nails, Moss, &c.

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Elliptic Steel Springs; Common and Patent Axles; Stump Joints; Brass and Silver Hub Bands, Dash Frames, Carriage Hinges and Handles; Carriage Knobs, Bolts and Lamps; Top Props; Curtain Frames; Apron Hooks and Rings; Turned COOK'S IMPROVED PLATED 4 AND 5 Collars and Washers.

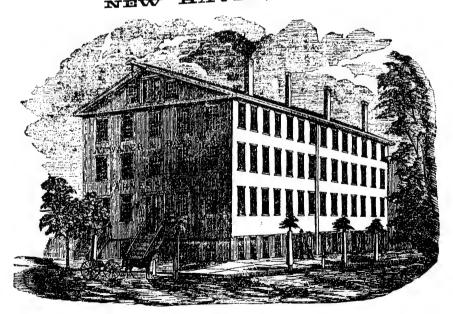
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Having obtained LETTERS PATENT for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27, 1857, will be liable to prosecution.

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GEORGE COOK, DAV. D COO ., Patentees July-1857

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MHW YOUR.

go go The attention of Coach Bardware and Maddlery Dealers is re-postfidly called to this Establishment. May-1 57

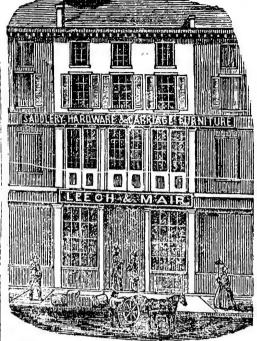
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EVERY description of Coach and Eaddlery Hardware finished in the best manner and upon the most reasonable terms. Harnes Trimmings, Pole Yokes and Hub Bands of the latest styles and best finish kept constantly on hand and made to order. Orders from Coach-Makers and others respectfully solicited.

Terms-5 ets. per inch for light work; plate, 4 ets.

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HE keep constantly on hand as full an assortment of H. Goods in our line as can be found in any city in the West, and respectfully softents continuous of the parolage of R. Leern, Jr., whom we observed, We still can leave the most internal handsceneshs to our old briends, and to buyer generally, lengthe outer regularly softents and shown in our department of trade in the city, our long experience analysts have known the wants of our curroners remarkly, and to another he have proceedings in our curroners remarkly, and to another he have proceedings in our curroners remarkly, and to another he have proceedings in our curroners as particularly shown of this state.

Elective MARK

SUPER HARRY BARRATORY.

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LOCATION TO THE LOS, THE REST OF . W. P. LEWIS, Proprietor,

THE ATTENTION OF CARRIAGE MANUFACTU-are and liver non is particularly ediled to the exten-sive stack of every description of earlier and bases have not, which in point of worthers hip and quality or ente-rislements the suppossed in an enotice. The through the organized doils in the nestess manner and as the shorter nation.

EDMUND TOWNSHID, Wasville, Ment Ce., Lid.,

(1987, ASTING OF RIBS, O'LLES, SHAFTE, &O., ALSO D'Entreet Spoke of all sizes, all of which are made of the oes noncer, and one of an ensety at 61 which are made of the per Transferour position on enjoyeed paper, 5 per cent, off for Cash (2) of the order from a distance promptly assenced to.

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HE UNDERSIGNED TAKE THE PLEASURE of informing the Carriage-Makers of the State of Hinois and the Counties of Marion, Morgan, Putnam, Parke and Vigo, in the State of Indiana, that they have purchased the exclusive right to the above interprovement, and hold themselves in readiness to execute deeds for either Shop or County Rights, at any ting they are call a upon either by heterorotherwise. The

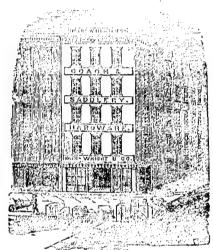
they are entre upon, either by beter or otherwise. They are also at muster, ring Coupling, which they can suffer to the Trada. Address E. G. CHANT & Co.,

Box 2978, Chengo, fillinois.

For Shop or County tights for the States of N. York, New Jersy and Connections, apply by letter to E. G. CHEAT & CO., Box 2978, Chicago, Histois, or RICHAAD MORRELD, For 2 Maiden Lane, New York Chic Carl Ciay.

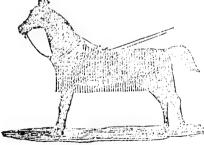
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200 Pearl Street, Manufacturers of every description of KERMEY, WOOLEH AND LIMEN

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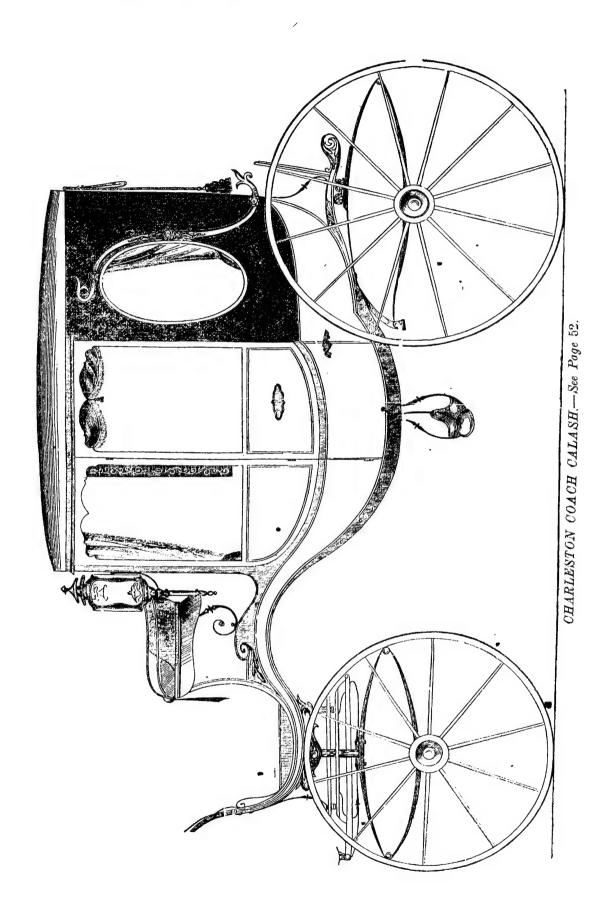
EAR TASUELS, REGINTED AND WEB

Wholesale and retail.

[July-1857

A CO CO

THE COACH-MAKERS' MAGAZINE.--PLATE NO. 15.

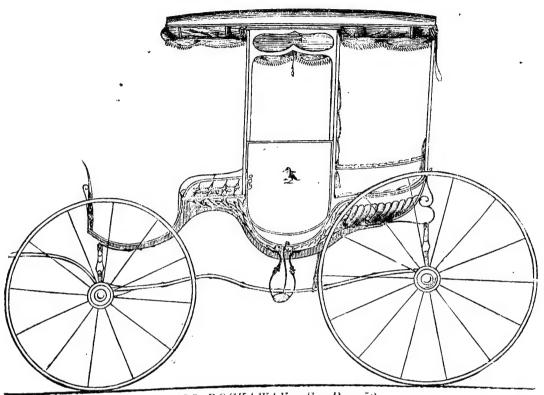


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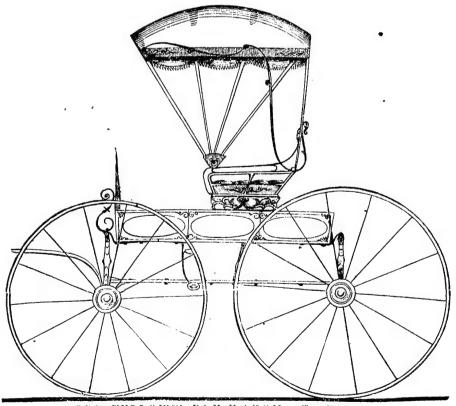




THE COACH-MAKERS' MAGAZINE .-- PLATE NO. 16.



SHELL ROCKAWAY.—See Page 52.

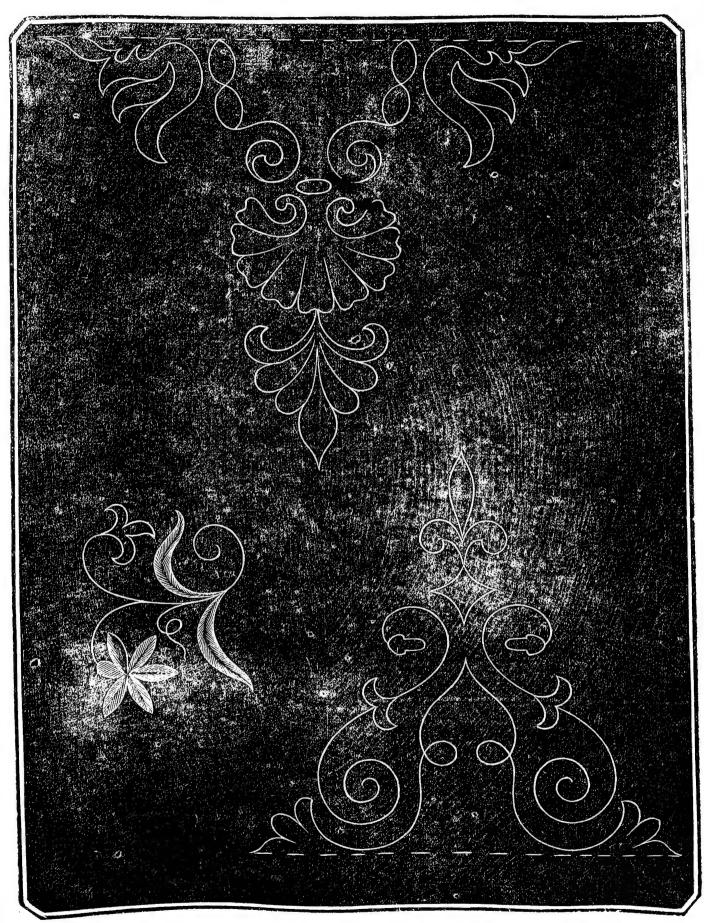


ODD FELLOWS' BOX WAGON .- See Page 52.

(DO)

COCCE TO MAN

DESIGNS FOR STITCHING.



- C. E. G. (S)

(C)



VOL. V.—NO. 5.]

MAY, 1858.

[C. W. SALADEE, Preprietor.

POEIRH.

SPEAK NOT HARSHLY.

BY FINLEY JOHNSON.

Speak not harshly, unkind words
Can never man reform;
They never can disperse the clouds
Which oft precede the storm.
They cannot lull within the breast
Those feelings of remorse,
Which must attend, day after day,
The sinner's downward course.

Then speak not to thy brother man
With harshness in thy voice,
But strive by gentle words of love,
To bid his heart rejoice;
And bind around his utmost soul,
That chain so closely riven,
That chain of love so pure and bright,
Whose links are forged in Heaven.

We cannot know the blessings rare,
Which oft from kind words string;
We cannot tell the healing power,
Which oft they daily bring.
Kind words are cheap—then freely give;
For as from us they start,
They oft may shed a ray of hope
Upon a broken heart.

And though we may not know on earth,
What blessings we have shed
Upon the care-worn, wounded heart,
Upon the weary head,
Yet rest assured, that unto all
This blessed hope is given,
The good we've done whilst here below
We'll surely know in Heaven.

SPRING.

BY CAROLINE A. HAYDEN.

It comes in pure bright sunbeams shining o'er us, Moving the heart with its soft genial ray, Making the sweet wild flowers spring up before us, While wind and showers alternate o'er us play.

It comes in wild, sweet notes of music ringing
From Nature's songsters warbling light and free,
And o'er the earth a bright robe gaily flinging,
Mingles her gifts in beauteous harmony.

It comes but once in life, its paths adorning
With flowers and smeshine, making glad the heart;
But O, the memory of that spring's blest morning,
May all through life some happiness impart.

FANCY'S VISION.

BY J. ALFORD.

Oh, for some bowery neok, 'midst Nature's scenes Of purest blossoms, and unsullied greens, A cottage home that I could call my own, My joy, my pride, my palace and my throne; With just enough saved up by frugal care, For future wants, and one dear friend to share. I ask but this, my carthly bliss to crown, And keep me free from fortune's bitter frown.

Sleep closed my eyes, and soon by fancy's aid,
A spot was chosen and a cot was made;
Streams, groves, and gardens deck'd the smiling bound,
A paradise of sweets, on fairy ground.
True friendship came, with fortune at his side,
To realize and gratify my pride.
All nature smiled; I gazed with fond delight,
For all her fragrant beauties were in sight:
The Rose, the Pink, the Hyaeinth were there,
Shedding delicious cotors through the air;
Lovely 'midst thorn's, the briar and croeus gay,
With many a woodbine, charming in display.
And as around I cust my raptured eye,
I saw bright nature's goddess hovering nigh,
With fresh supplies of all her choicest flowers,
To train my cot and decorate my bowers;
"All these-are thine," she cried, "and this sweet spot
Shall henceforth be thy home—thy peaceful cot."
Yet ah! how soon the happy vision fled,
With which my sleeping fancy had been fed;
Delightful paradise; O, bliss supreme,
Alas! how transient—all was but a dream.

FORTITUDE AMID TRIALS.

O, never from thy tempted heart
Let thine integrity depart!
When disappointment fills thy cup,
Undaunted, nobly drink it up;
Truth will provail, and Justice show
Her tardy bonors, sure though slow.
Bear on—bear bravely on!

Bear on; our life is not a dream,
Though often such its mazes seem;
We were not bern for lives of ease,
Ourselves alone to aid aid please.
To each a daily task is given,
A labor which shall fit for Heaven;
When duty calls let love grow warm
Amid the sunshine and the storm,
When faith life's trials boldly breast.
Bear on—bear bravely on!

EPITAPH.

Here lies my wife, poor Polly; let her lie; She finds repose at last—and so do I.

G GOZNOSO

EXPLANATIONS OF THE DRAWINGS.

Plate No. 15.

CHARLESTON COACH CALASH.

The illustration under this head gives a correct representation of one of those fine closed Calashes, built in one of the best Eastern coach manufactories for a large repository in the South. The boot makes at once a neat and accomplished appearance, as the bottom side runs out in a fine curve without a seroll, like the common crane-neck. The upper part of the boot imitates the first curve, and terminates in a small scroll and leaf—which latter looks as well if painted instead of carved. We would remark here that this kind of a calash is often built with a perch, if wanted for a country residence, an illustration of which will appear in some of our subsequent numbers. The lamps, mock joints, handles and ventilator are fully plated. The color is a brilliant wine, striped with blue; trimming, dark blue coteline; curtains, drab silk.

Plate No. 16.

SHELL ROCKAWAY.

A richly carved Prince Albert shell phaeton forms the main part of the body, to which the usual requisites of a two-seated rockaway are added. We introduce as a new feature the Gothic partition in the door window, which elevates not only its appearance, but allows a smaller frame for the falling window, and consequently lowers the crest panel, which can be fitted out with a small and neat moulding, as shown in our engraving. Color, olive green; carving, striped with brilliant lake and white.

ODD FELLOWS BOX WAGON.

BY J. B. PEAK, OF COLUMBUS.

The panels of this body are made of cherry, or any other wood that will look well varnished on the naked wood, and the balance of it is painted black. The front pillar of seat is an improvement, it being rounded in the corners—about an inch and a half circle. The mouldings are best put on by making a pattern of the oval with thin pattern-board, and fastening it on to the panel, then bending the moulding right up to it and bradding it fast. Basswood or elm bends better than any other kind of wood, but rattan is preferable to anything else. The block under the seat is cut out the shape of the plate in the carving department, made of poplar; the seat is set up on frame-work, as seen in the draft. This buggy is suitable for top or without

DESCRIPTION OF STITCHING PLATE.

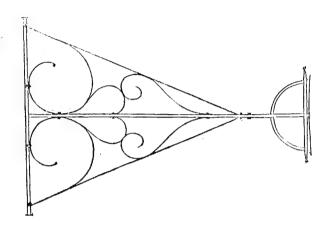
Our Stitching Plate this month is the contribution of Gustavus Fisher, Girard, Eric Co., Pa. The trimmer will observe that there are two designs for boot ornaments, and, if we may be allowed to have good taste, we pronounce them "O. K." Observe, also, a very tasteful corner ornamented for dash.

Do so again, friend Fisher, all such favors are appreciated.—[ED.

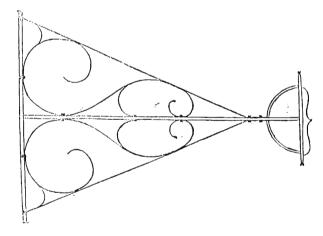
CARVING PLATE C.

In the foregoing plate we present a pattern for a full carved spring bar in two pieces. Also, a half pattern for the carved block under the seat to the "Odd Fellows' Box Wagon," illustrated in this number.

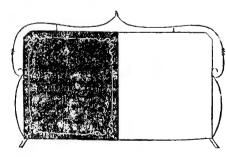
IRONING DEPARTMENT.



No. 1 is a fine but very simple design for stay, having both strength and beauty combined; being a voluntary contribution by one of our friends.

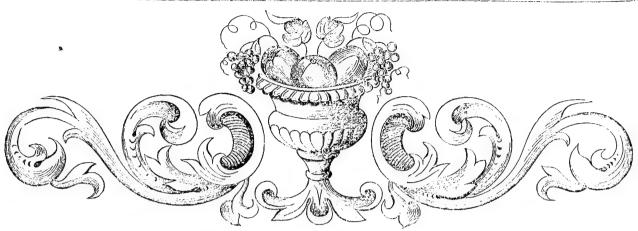


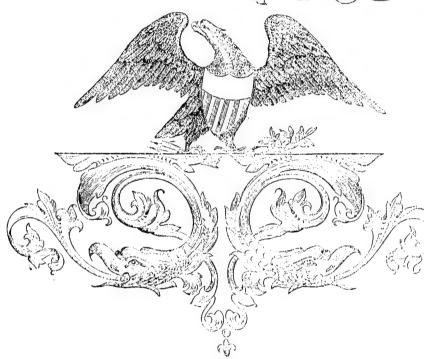
No. 2 by the same. It is of rather more simple construction. It looks very graceful when finished.



No. 3 represents a very modest looking dash rail, very simple in construction. The smith can use his discretion in adding another stay from the corner of dash or not; it however would make it somewhat stronger:







care are required to prevent these from produeing serious consequences. Much, however, of the mischief that is done, arises from the want of proper precaution; the being ignorant of the symptoms of disorder, or want of due attention to them in the beginning; and, more than all, the use of proper remedies, from being unacquainted with those that ought to be used. I think, therefore, that we shall be rendering a particular service to that branch of the craft, by mentioning the proper means of remedy for that disease commonly called

PAINTER'S COLIC.

This disease, the most common and dangerous to which painters are liable, arises with them from breathing in fumes and handling the different preparations of colors and lead. It is a violent species of colic, and may be produced by other causes; but when it proceeds from lead, it is always the most obstinate, and the most tedious and difficult to cure.

The first symptoms are a pain at the pit of the stomach, gradually increasing and proceeding downwards to the bowels; it is particularly violent round the navel. The person is likewise afflicted with violent belching, slight sickness at the stomach, bowels, and repeated attempts to obtain a stool without effect.

When some or all these symptoms are experienced, a strong dose of castor oil should be immediately taken and repeated till it opens the body freely. If it will not act, calomel pills must be taken in turn with the easter oil; and should both these fail to purge effectually a clyster should also be employed, composed of ten ounces of senna and three grains of of opium in solution. The warm bath as well as warm fomentations in flannel cloths of the lower part of the stomach, are extremely serviceable in relieving the spasms; and should the spasms continue, a blister applied to the abdomen may prove useful.

The person affected should be kept as quiet as possible, both reason—considered an unhealthy one. Many of the substances in body and mind; he should take no wine, spirits, malt liquor, nor any solid food, but should confine himself to both diet and

PAINTING DEPARTMENT.

No. 1 is a very neat contribution by Mr. Edwards, ornamental painter of this city. The vase would look well bronze; the fruit natural color, of course. The directions for the scroll in No. 2 continued thirst, a quick, short pulse, a confinement of the will apply equally well with this.

No. 2 is a very tasteful design, by our friend, Mr. Rodier, well suited for the crest pannel of a coach; or by separating the eagle from the seroll would answer well for two distinct ornaments for light carriages.

Colors.—Eagle, heads and scrolls, dark green; lights purple, and lighter tints of green. Shield-stripes red, with white alternately. Stars, white. Eagle, natural color.

DISEASES TO WHICH COACH-PAINTERS ARE PAR-TICULARLY LIABLE.

The business of a coach-painter is generally—and not without which he is necessarily in the habit of employing, are of a nature to do injury to the constitution; and great caution and copious draughts of weak diluting drinks, such as barley water,



&c. Where the bowels are very obstinately confined, and the person is young and of full habit, it may be advisable to begin with taking from him a quantity of blood according to circumstances, in order to prevent inflammation.

We have not mentioned the strength of the doses to be employed as purgatives, because that must be determined by the constitution of the sick person, and the manner in which the medicines operate. In a general way, remember never to give too strong a dose at once, as it can always be repeated as often as may be found necessary.

If the remedies we have mentioned prove successful in removing the early symptoms of the dry belly ache, which will generally be the case, the person who has suffered, on returning to his work, should, if possible, entirely avoid for some time, all parts of his business in which preparations of lead are employed. He chould also, long after he may seem to feel well, keep to the light diet we have mentioned above, or he may bring on a relapse worse than the first attack of the disorder. Few distempers grow more rapidly worse, and it is of the utmost imporlected, the most frightful consequences ensue. The violence of the pains increase beyond description; the outside of the belly feels pain at the slightest touch, and the muswater, sometimes amounting to almost a total stoppage, takes place, and the bowels are so contracted by spasms, as scarcely to admit a clyster. If these symptoms proceed, the spasms become more frequent and violent, and either the costiveness cannot be overcome, (in which case inflammation in the bowels succeeds, and the patient's death is certain,) or if his life be saved, he generally remains a victim, in a greater or less degree, to the palsy. We have mentioned these fatal circumstances to show the necessity of attending immediately to the first appearance of this dangerous disorder. In an advanced state of it we do not pretend to prescribe, the best medical assistance must immediately be obtained. The remedies we have recommended are only designed for that early stage of the distemper of which the symptoms have already been described. They may then be used with advantage, and if persevered in, will prevent the danger of severer suffering.

HARMONY OF COLORS.

Everybody must have observed that certain colors, where brought together, mutually set each other off to advantage, while others have altogether a different effect. This must be carefully attended to by every painter who would study beauty and elegance in the appearance of a carriage.

Whites set off well with any color whatever. Red sets off best with whites, blacks or yellow. Blue, with white or yellow. Green, with black and white. Gold sets off well either with blacks or browns.

appearance for a time, but it soon becomes dingy: The best grounds for gold are Saxon or Ultramarine blue, Vermillion and Lakes.

COMMUNICATIONS.

The following good story by our pet correspondent, "Paul Peneil," was intended for the March No., but, unfortunately, it was mislaid, and did not turn up uatil a few days ago. However, it is the narration of so good a joke on poor "Bob Rickits," a boss carriage-maker, that it will be read with as much interest in "sweet May" as in "blustry March."-FED.

BOB RICKITS, OR THE FATAL SRAP.

BY PAUL PENCIL.

It may be necessary here to state that, with the exceptions of the names, which are fictitious, the incident about to be related is strictly true. Hoping that it may raise a smile on the phyz of the reader—if such a thing be possible these hard times—I have taken upon myself the awful responsibility of becoming a

In the course of my perambulations as a jour. carriage painter, it was my fortune to be employed by an individual whose name was Rickits—Bob Rickits, as he was generally called. The aforesaid Rickits was proprietor of a "one horse" carriage shop tance to attend to its first symptoms, for if these are neg- in a small country town, the geographical position of which it is not necessary to mention in this connection. Bob done a very good business, was a elever sort of a fellow, and, except in money matters, a good "boss" to work for. Money matters! Ah, there was the rub. Yes, he would have been a perfect paragon oles inside become wrapped into knots; a difficulty of making of a "boss" but that he entertained a mortal aversion to paying his debts. This feeling, I am well aware, is by no means an uncommon one (no offense, gentlemen,) among the proprietors of carriage shops, but is seldom carried so far in practice as did our hero. He had reduced the custom of avoiding, fooling and lie-ing to his creditors to a science, a perfect system, in which he was an adept. I might give in detail innumerable instances of his success in bamboozling his unfortunate victims, but that would spin my yarn out too long.

The every-day history of the busy world around us proves that, though a man may successfully pursue a course of unmitigated rascality for years, exposure is sure to overtake him at last; nor was Rickits an exception. He was finally overhauled in a manner which effectually cured him of his propensity to dodge his debts. I am not certain that he was convinced of the dishonesty of his practices, but, by having the conceit with which his success inspired him knocked into a cocked hat, he was, doubtless, afraid to try again.

Bob had received notice by mail from a hardware house in a neighboring city, where he was in the habit of purchasing stock, that their traveling agent would call upon him in a few days to collect certain sums due them. "All right!" soliloquised he, "let him come; shouldn't wonder if I happened to be called out of town by important business about that time-didn't receive the letter, of course not"-ehucking it into the stove. "How in thunder did I know he was coming? I'll have the use of that money two months yet; see if I don't." Having thus disposed of the matter in his own mind, he gave it no more attention, farther than making arrangements to leave town the day before

that on which he expected the arrival of the hardware man.

Now, these traveling agents, or "drummers" as they are sometimes called, are generally shrewd judges of character, and pretty well posted in the various stratagems resorted to by their customers to avoid forking over the "ding-batts." The individual in question was one of the sharpest of his class, and having, from previous dealings, some knowledge of the slippery na-In lettering or edging with gold, a white ground has a delicate ture of his man, he determined to steal a march on him, and accordingly reached town two days before the time specified in the letter. Having ascertained by inquiry that his debtor was seen entering the shop, he started thither without delay, lest Bob, hearing of his presence, should make himself scarce.

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one o'clock, some six or eight of them were standing around the stove in the paint shop, waiting for the bell to call them to their afternoon's work. Among the number was the boss, who had been relating, with a huge degree of gusto, some of his sharp tricks in trade, much to the edification and satisfaction of the boys, who, with one exception, (the writer hereof,) considered bim a "perfect brick" in the way of smartness. He had just concluded his story when footsteps were heard on the platform leading to the shop. Always on the watch for creditors, Bob rushed to a window to reconnoitre the approaching visitor. Whoever it might be, it was evident he was far from welcome, for Rickits made a grand rush for the varnish room, closing the door behind him, after hurriedly telling the boys to say that he was up street. Some of us had heard him speak of the intended visit of the agent, and having seen that individual during a previous visit, we had no difficulty in recognizing him in the tall, well dressed personage who entered just as Bob vanished. Nodding familiarly to those present, he inquired for Mr. Rickits. One of the boys replied that he was up street.

"Ah!" said the stranger, while a peculiar smile played around the corners of his mouth, "when do you expect him to return?"

"Don't know," was the answer.

"A fine shop, this," continued he, looking around. "Warm and comfortable, I suppose-this, I presume, is the varnish room!"

By this time he had approached the door of that apartment which was a sliding one, with leather straps attached inside and out to pull by. Taking hold of one of these, he tried to slide the door open, but without success; this created a visible sensation among the boys, who were now deeply interested in his movements. If he succeeded in grining admittance, Rickits would be eaught in a nice trap; the bare idea of such a thing was awful. All expected to see him turn away after the first attempt; but no, he tried again, and this time the door moved about an inch, but instantly flew back again. A half suppression ing feathers. This is no time surely, to breathe forth Thompson's ed titter broke out among the spectators, and our visitor smiled invocation wickedly. Then seizing the stop with both hands, and bracing himself, he put forth all his strength in another effort. Again the refractory door moved perceptibly; the silence was intense; all eyes were riveted with painful anxiety in the direction of the varnish room. Suddenly there was heard a crack inside, as of something giving way; then followed a heavy fall, which shook the building to the foundation; the door flew open with a crash, exposing to view a scene that called forth a perfect roar of laughexposing to view a scene time carred form a perfect roal of laughter from the bystanders. On his back in the middle of the floor, lay the form of Bob Rickits, grasping in both hands one of the door straps; large drops of perspiration stood on his crimson face, on which was imprinted an indescribable mixture of shame, confusion and anger. His ridiculous position needed no explanation; the tell-tale strap in his grasp spoke eloquently of his abortive attempt to prevent the entrance of the agent, by pulling one way while he pulled the other. The treacherous leather broke, and he fell with a violence which made him short-winded for a month afterwards. It would be wasting paper-to say nothing of the wear and tear of my brains-attempting to describe Bob's feelings, so I won't try. At first he tried to explain the matter by inventing a bungling story of an intended joke on his part, but his words were lost amid renewed shouts of laughter. Kinding that didn't work, he fell back on his dignity, and frowning black as a thunder cloud, wanted to know what the devil they were snickering about. The only answer he received, was another uproarious explosion of merriment. At length,

The hands had returned from dinner, and as it was not quite The poor fellow had no peace for six months afterwards. Whereever he went he was assailed by such questions as: "They say that strap was made of rotten leather; how is it, Bob?" Or: "Have you completely recovered from the effects of that fall, Mr. Rickets?" Our hero bore these sarcastic allusions to his unfortunate scrapes with as much equanimity as he could muster, until-like everything else-it was forgotten.

The straits into which I have seen "bosses" driven during the present tight times recalled the incident to my memory, and I have thus attempted to snatch it from oblivion, considering it

(were it well told) too good to be lost.

For the Coach-Makers' Magazine. SPRING.

Spring comes to us coyly in these northern climes-now advancing a few steps, now receding timidly, as stern Winter turns back upon the maiden and frowns his last defiance upon his reluctant retreat; or, to change the figure, winter is like the unruly tenant who refuses to vacate the premises at the expiration of his lease; and knowing that possession is nine-tenths of the law, declines moving until the place is made too hot for him. In still more northerly climes the change is effected as if by magie, as in a Christmas pantomime, at the wave of the enchanter's wand icebergs and snow hills disappear, and gardens and groves arise in their place; so are the ice fetters stricken from the streams, and the fields clothed with verdure and the dry branches with foliage, in the twinkling of an eye.

But with us there is a pleasing uncertainty about the spring weather, which imparts a vivid interest to the vicissitudes of this season. The almanaes are far too lenient; according to those veseason. racious chronicles the first day of March is the first of spring. This is a downright exaggeration, unworthy of science. This boisterous month is often ushered in by a criving snow storm; far as the eye can reach the hills and fields are white. The trunks of the moss-grown apple trees are embossed with spotless bas reliefs; the gate posts wear white caps, the air is full of fly-

"Hail gentle Spring-etherial mildness, hail."

Still, in spite of the surly, rough, and riotous character of March, there is occasionally something encouraging and pacific in his demeanor. If he comes in like a lion he is apt to go out like a lamb. He is like many a blustering fellow that we meet, who begins life "all sound and fury," but takes a sensible view of the subject before he ends his career, and subsides at last into a sober, well-behaved citizen. He is the rough herald of a gentler mate. April follows, like the lady of young Lochinvar,

"With a smile on her lip and a tear in her eye."

April is a very perplexing body; now she titters and giggles at you like a boarding school miss of sweet sixteen; now she pouts and frets and weeps like a neglected "flame" of thirty, and yet very dear is she in all her words and humor, for she brings us flowers and music, violets and birds, and is, withal, an emblem of existence,

"For life is but an April day Of sunshine and of sorrow."

Last comes May; the type, the ombodiment of spring. The other months for her sake have done battle with the winter; the field is free to her light foot steps, for she knows that her advance is covered by the warm artillery of summer smiles; a delicate maiden is our darling May. Her smiles have not the fiery voluptuousness of summer, her breath is not the hot blast that seeing no means of escape, he joined in the general laugh, admitting that he was dead beat for once, and promising to pay the victorious "drummer" to the "last red," besides treating all hands if they would agree to keep the whole affair secret. This daisies; these are woven in the wreaths that bind her sunny welcome them thrice welcome, daughter of spring; the was promised, but somehow it leaked out, and before night Bob brow. Welcome, then, thrice welcome, daughter of spring; the Rickits and his ludicrous adventure was in the mouths of every heart must be cold and passionless indeed that does not open at man, woman, child and nig-I mean colored individual—in town. thy coming, that does not kindle at thy smiles. S. S. S.

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COACH-MAKERS' MAGAZINE. THE

For the Coach-Makers' Magazine. STATE PRISON MONOPOLY.

Mr. C. W. SALADEE—Sir:—Permit me through the Coach-Makers' Own, to enter my protest against the system practiced by the State of Ohio, in hiring out the convicts confined in her penitentiaries, to be employed in the manufacture of mechanical products. Such a system, in my opinion, is bad policy as touching her own interest, destructive to the interests of her mechanics, unjust towards her citizens, and a practice of which the whole

people have a just right to complain.

And it seems strange that a State professing—as does Ohioto entertain a just sense of her own true interest, and professing to pursue an enlightened and liberal policy in regard to the interests of her citizens, should so far lose sight of the real source of her greatness, and her dignity as a State, as to adopt a system which degrades and thus destroys the business of a class of citizens with whose prosperity she is identified, and who, are the head and front of all her greatness, and the standard bearers of all her glory. For it matters not how lavishly nature may have bestowed her gifts, it matters not that a State may be endowed with all the elements of wealth; she may possess her lands, her forests and her mines; without the labor of the mechanic to make them available for the comforts and sustenance of man, they are destitute of commercial value, and as dross in her hands. Look where you will, and you cannot fail to observe that every dollar that flows into the treasury comes from the labor of the mechanic, and in him are centered every source of wealth and greatness of which a State can boast. It is the power that is wielded by the mechanic that sweeps away our forests, raises up our cities, opens our canals, constructs our railroads, establishes our manufactories, builds our ships and floats our commerce. Palsy that arm, and there would be no axe to fell the forest, no plow to open the soil, no wheel to turn, no hammer to strike, no shuttle to play; but man would become naked and houseless; civilization would cease, and the world would take the downward current to the dead sea of primitive barbarity. For what would it avail, even, could the farmer grow his wheat, his flax and cotton, or the herdsman produce his fleece, or the worm spin its golden gossamer? Without the mechanic the wheaten loaf would disappear, and without his skillful hand and practiced eye to arrange the fibre, determine the texture, and shade the coloring, the world would be obliged to forego the comfort and adornment of those beautiful fabrics which are the necessary accompaniments of civilized life.

On the score of economy I have no argument against furnishing the convict with some useful employment. If it is right to make prisoners of her refractory and law-breaking citizens, it is right and proper that they should be made to perform some useful labor, which can be made available as support to their families, or as revenue to the State. Indeed, it is a commen dable practice to keep them employed; for aside from the pecuniary benefit derived from their labor, the prisoners themselves are physically, morally, and mentally benefitted thereby. But it is far from justifiable in a State to create and foster a system from which no good can flow, but on the contrary, one that furnishes an element on which to fatten the careasses of unserupulous speculators, who, in search of the greasy dollar, are willing to trample down every principle, however pure in nature, or sacred in justice, that is not guarded by legislative enactments. It is the duty of the State to throw around the citizen her proteeting arms, so far, at least, as to shield them from her own of a system begotten in crime, brought forth in evil, and reared those who are making it. I should be happy to learn that this in injustice in injustice.

It may not compromise the official dignity of the Legislature while employed at the appreciable salary of four dollars a day, to east her vote in favor of a system which compels the honest manner, unite his destiny with the condemned felon whose latical test—some 20 setts having been made and applied to bug-bors are sold by the Cutto and applied to bugbors are sold by the State, and that, too, at a mere nominal price, been using myself for about ten months, and, as yet, I cannot a sum that would fail to secure the most menial service of the

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lowest class of laborers. And the judge may imagine he has done the State some service, and conferred a blessing upon the public when by his official edict he condemns an unfortunate citizen to a term of hard labor in the State prison; but let him reflect that although the sentence was pronounced against the criminal, the mechanic shares the punishment, and although the public for the time being may be protected against the depredations of the offender, they are, nevertheless, exposed to both pecuniary loss and public shame, by the outlaw being on a level with the mechanic.

Employment may be found when sought after when the prisoner's labor would interfere injuriously with no class, and consequently no disturbing influence would be engendered to clog the wheels of reciprocity in employment, and the equilibrium between the different classes of producers would be preserved, and productive industry everywhere would find a fair reward. But the moment prison labor is turned into mechanical channels, that moment an element is thrown in for which there is no affinity, and this equilibrium is destroyed; the mechanic suffers, and through him the interest of the State.

Now, brother mechanic, would you have an end to this great and growing evil? Would you clip short this shameful branch of State policy? If so, the remedy lies with you—peaceful, but effectual; for if the mechanic is for it, I care not who is against it. Then let your watchword be men, not principles. Secure good men for your public servants and the principles will take care of themselves. H. N. P.

For the Ceach-Makers' Magazine. IMPROVEMENTS IN CARRIAGE WHEELS.

MR. SALADEE—Dear Sir:—Considerable has been said of late in our vicinity, respecting the merits and demerits of two improvements in wheels that have lately made their appearance in our midst. The one is that of Hayden & Fisher, of Cleveland, Ohio, and the other that of our fellow citizen, Mr. J. D. Sarven. The main object I have in imposing this letter upon the attention of yourself and readers, is, to elicit some light and further information respecting the practical merits of each.

One of the firm in Cleveland introduced their wheel into this part of country about a year ago, and succeeded in selling a great many setts to the carriage-makers around and about here. When I first saw this wheel I felt satisfied that it embraced a principle in its construction that made it the strongest and best wheel ever invented. But a practical test of the thing has somewhat shaken my confidence in its utility. Nearly every sett that has been applied has failed to render satisfaction. It was found that the tire could not be so applied as to prevent the wheel from dishing backwards. I also noticed that some of them that have run for a short time have become loose in the flanges. Again, when a spoke is by accident broken out, there seems to be an insurmountable difficulty in the way of replacing it without doing material injury to the whole wheel.

If the difficulties which have thus far presented themselves could be obviated, this wheel would certainly become very popular. Whether these imperfections are the result of a misapplication of the principle involved or not, remains for you or some of your more enlightened readers to inform us.

I have also heard much complaint from the carriage-makers respecting the inferior kind of axle that is used in this wheel. There is no need of this, for there can be just as fine an axle made for this wheel as any other, but that depends wholly upon

have thus far manifested themselves.

Gur friend Sarven, on the other hand, was not slow to observe this, and set his inventive genius immediately to work, which resulted in another new wheel. This was likewise put to a prac-

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although it has been in constant and severe use.

first mentioned, but differs materially in its form of construction. The spokes can never stir from their permanent position in the hub, nor can the wheel ever be caused to dish the wrong way by long and continued use; and another desirable point in this whost is that the carriage-maker can apply any kind or make of axle be fancies.

It is well known that many of our first class manufacturers are partial to one particular make of axle, and if an improvement is presented in a wheel—no matter how important—that will deprive them of using such axle, that circumstance alone would render an objection which would forever prevent its introduction into such shops.

From the remarks I have made I do not wish to be understood as condemning one improvement and approving of another from interested motives, as such is not the case. For in the latter, as well as the former I find some objections; one of which is the almost utter impossibility of replacing a spoke when broken out, the flanges are so firmly applied that they never can be removed without destroying the hubs. The other objection that might be argued is the additional expense in its construction. This, however, in the minds of some would cease to be an objection, as they would willingly pay \$10 more for a vehicle with the wheel attached.

An improvement in this part of the carriage is unquestionably much needed, and the two above described are in the right direction, and I think need only to be followed up to bring them to a state of perfection. Thus impressed, I have, as before intimated, written this imperfect article with the hope of calling the attention of those interested to the subject, and thereby suggest to their minds something new, the benefit of which we should have through the Magazine.

With many wishes for your future prosperity, I remain, dear Your ob't serv't, sir,

BOF We have not room to present to the reader more than one or two of the many interesting communications received from our numerous patrons, but be assured that their expressions of praise are gratefully appreciated, they will soothe our troubled brain while striving to merit many more such favors.-[ED.

> For the Coach-Makers' Magazine. JOTTINGS ON THE RAIL.

BY MINNIE MEADOWS.

If there is one place in this wide world superior to another for the contemplation and study of phrenology, physiology and almost every other ology pertaining to poor humanity, it is surely the rail car. There are curious, inquisitive longings springing up in the mind of the observant, to pry into the whys and wherefores of all around him, as he sits whiling away the mon

otony of the journey.

Close by sits an aged man whose locks are whitened by the frosts of his three score and ten winters, a very patriarch in appearance. That brow, once smooth as placid waters, now wrinkled by years of care and toil, and that eye, deadened by close conflict in the battle of life-he is taking his last journey while in this sphere. After an absence of many years he is returning to the land of his happy childhood to be laid beneath the same sod where all he ever loved in life are laid.

A little in advance is the business man, the pure man of the world, whiskered and starched, wrapped in broadcloth and fine linen, and if you could peep into that fashionable piece of manufacture on the top of his head, you would find that nothing short of a Genin was there. How calm and stoical the outward

discover that it has given way in the slightest degree whatever, man, but who can measure the inward conflict, the deep laid schemes, the mental battlings between Conscience and Mam-This wheel embraces, in part, the same principle of the one mon? the fear and hope resting on the issue of some gigantic speculation? The speed at which he travels is too tardy, gladly would be diseard the use of steam for lightning's wings, could he do so, but he is doomed to be satisfied with the thirty miles an hour speed at which he travels. "Misguided man," will find that you have traveled too fast for your eternal welfare; that you have worshipped a god that will perish with your miscrable existence.

There, too, sits a pale-faced woman, her habiliments bespeak the loss of one very near and dear; on her pale and chaciated check are traces of sorrow which none but the bereft can feel. How often she looks up, while her eyes all with tears of gratitude, to Him who has spared her that fair-haired boy, who is sleeping so sweetly on the cushioned seat beside her. Poor, indeed, is she, in this world's goods, but she has a treasure in heaven, one who promises to be a husband to the widow and a father to the fatherless.

And, reader, if you will look with me to the other end of the car, you will see occupying that small and humble scat behind the door a young man. Your first impression will be that he is not wealthy; his dress and bearing at once convinces you that he is of that class called mechanics; his clothes are of rather coarse texture, but neat and clean; his high and lofty brow bespeak an intellect of no common depth, and a mind of no limited capacity. On rushes the mighty locomotive, whirling its lengthy train of cars, freighted with humanity of every grade, and of almost every nation, under arches and over ravines, through the mountain passes, and across the valleys, but yet he heeds it not; along the brink of the mighty precipice he fears not the danger. Close to the edge of the deep flowing river are we borne with a fury equal to that of the combined elements, but he knows not the risk, he is absorbed in deep reflection, he has just left behind the merry scenes of his boyhood days, love and ambition are striving for the mastery. He has a kind heart; it has not yet become contaminated by life's rough warfare; he looks back with mingled feelings of remorse and regret at leaving those dear ones, whom he may never more behold; but his eye shines with a holy ambition, and the light of high and noble resolution convincing you, at once, that he is truly one of nature's noblemen.

Mr. Saladee-Dear Sir:-Time changes all things. The vegetable, mineral and scientific world are all changeable, and do change, and I am happy in being able to say that your valuable Magazine has been, and is still, changing from good to better. Allow me to congratulate you on its present appearance and valuable contents. I do think that your last issue is vastly the peer of all its predecessors. May "excelsior" ever be your motto, and advancement your high aim, and the coach-makers through our broad land must and will fully appreciate your good

Hoping you will excuse the liberty I have taken, and wishing you God speed, I am, sir,

Respectfully yours, J. B. W. New Haven, (Conn.) April 3d, 1858.

MR. SALADEE—Sin:—We received your Magazine for this month in time. We are glad to see this promptness. It speaks well for the future. I rejoice, too, to see its marked improvement, and think there is no branch in our craft who can now complain, for I find there is something for all of us to learn. Your departments have assumed a very interesting feature, valuable alike to old and young, for not any of us are perfect. As one of the craft, I will say, go on and prosper, and no petty opposition of disappointed tricksters can harm you. I remain, yours truly,

New York, April 9th, 1858.

Wy Jose P

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COACH-MAKERS' MAGAZINE

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OUR "CRAFT" AND THEIR PROSPECTS.

After many months of struggle and warfare, a long season of trial and suffering, in which many have fallen, and some of which have fallen to r se no more, we find ourselves strong in the hope and firm in the belief that the gigantic revulsion has slain its last victim, that the clouds of financial embarrassment are almost entirely swept away by the peace and plenty of commercial prosperity, and an almost universal confidence. Like the school-boy, we have been severely punished for our misdeeds, and by a painful experience we have been taught valuable lessons for the future, tending to make us wiser, and better prepared for an almost new career. There is no position occupied by man on this vast continent but what has been to some extent affected by this appalling severity. The extensive speculator has been attacked in his most vital parts; the dealer in stock has vainly striven to outscheme these conflicting elements; the merchant has fallen in this financial cob-web. And he who teaches the salvation of man has not escaped scatheless.

And now we come to those of our own fraternity. "The Mechanic," too, has passed through the fire; we, too, have felt the stroke of this revengeful tyrant. Ours has been a struggle of no common nature. Long ago have we vainly tried to convince ourselves that financial matters were assuming a brighter aspect. Long ere the battle had raged to its highest pitch of sanguinary position, did we try to console ourselves with the belief that the war had ceased, and that the battle was ended. We do not now wish to be ahead of time, but we do feel a degree of confidence equal to the occasion, and if our mental calibre has not become contracted, we prognosticate that we are on the dawn of a brighter, a more auspicious day, than we have ever yet experienced. It is true, that many of our craft have fallen; some to rise again to a respectable position in mechanical operation, while some have sunk deep down into the pit of bankruptcy and ruin. But let us say to those who have passed through the fire and now stand on firm ground, "God speed;" go on and prosper.

Mechanics are well aware that during the past crisis manufacture in our line of trade has been curtailed to its lowest ebb; that most of our factories have done very little but repairing, and in many country shops fixing and painting old work has been their staple bu iness; and that where thirty men have been in the habit of receiving employment during the last six months, not more than six or eight have been laboring.

Now, the laws of human nature and our own experience teach us that greater the scarcity greater, the demand, and we are well aware that there is at the present time a greater searcity of carriages than there has been during these many years (and we might say a greater stock of farm wagons,) for many have been less capital, and second, because they know that scientific me-We have said that there is a scarcity of carriages, hence a none of it. greater demand for labor in that line. Now, as we said before, trade for some other occupation, leaving an immense vacuum in mirth, and that there is no impicty in the joyous outbursts of a

our community, which time alone can fill, or diligent application of industry counterbalance.

Old King Winter has closed his somewhat mild career, and the genial rays of lovely spring are modestly peeping through our casement, cheering our hearts, buoying us up with a bright and joyous future; its reviving influence produces a lively effect on the care-worn brain of the business man, instilling new energy and new life into all, creating within us a feeling of thankfulness to Him who has guided and upheld us through the past and opened to us so propitious a future.

MAY-DAY.

May-day! joyous anniversary to the young; full of kindly and gentle associations to the old, full of promises to all; we hail thy return. Fairest daughter of the year, it is fitting thy advent should be welcomed by music, dance and genial rejoicing. Before thee flies the heary winter; the grim tyrant whose reluctant footsteps slowly recede from the field of his desolate achievements, and who often turns to scowl defiance on his young successor, seeking to blast her with his icy breath, to terrify her with the baneful glance of his eye.

But fair spring, like the Adonti of the enchanter, the child of the spirit and the starbeam, comes at length, armed with a magic that no resistance can withstand. Her smiles are sunbeams that pierce to the coldest heart, and irradiate and vivify the darkest nook. She comes tripping like a fairy garlanded with flowers, surrounded by an atmosphere of odor and crowned with a halo of empyreal brightness; beneath her light footsteps, as if they were torches of the enchanter's wand, the flowers spring up spontaneously in her path. Emerald verdure clothes the broad meadows and the sloping terraces; along the sheltered borders the hyacinth and crocus lift their charming heads, and along the yet threadbare woodlands the sweet blue violets bejom the tender grass; leaps into song the rivulet and fountain; bursts into melody the late deserted groves.

The blackbird twitters gaily as he sits upon the dancing sprig of the feathery elm; the robin energes from his leafy retreat and whistles loudly and cheerily in the ploughed field, and ail nature teems with insect life. No wonder, then, that man feels new life infused into his veins by these genial influences. No wonder that all nations have celebrated this joyous season by various holiday games and observances. Even in the frozen North the Swedes erect their May-pole, perhaps even in the ice, and decking it with artificial flowers, dance around it as merrily as the more favored inhabitants of a sunnier clime.

Of late years the people of New England have awakened to a proper sense of this anniversary. In the old colonial times, the stern puritanspirit frowned darkly on anything l.ke merry-making, induced to build up this kind of work, first, because it needed and especially prohibited all those observances which savored of pagan or papal influence, and because May-day was an occasion chanics would do this in preference to being out of employment. dear to men of the old faith, and the old world, they would have

But the present generation is wiser. The children of the pumany have fallen to rise no more, and many have changed their ritans have discovered that there is true philosophy in innocent



glad and grateful heart. The children indulge in a dance around the May-pole with a clear conscience, while their old grandsires and grandmammes look on smilingly, convinced that there is no hidden sin in the enjoyment. Our young men and maidens go forth from the city on foot or on horseback, on railroad car or omnibus, upon May morning, and return to their daily pursuits better and lighter hearted for the holiday occasion.

HOTICE TO CORRESPONDENTS.

It would be a great favor to us if correspondents and contributors to the Coach-Makers' Magazine will observe the following rules. They are reasonable, and we believe that our correspondents will regard them as such.

1st-Write with black ink on white paper, wide ruled. 2admake the pages smaller; one-fourth that of a foolscap sheet. 3d-Leave the second page of Iraf blank. 4th-give to the written page an ample margin all round. 5th-Number the pages in the order of their succession. 6th-Write in a plain bold hand, with less respect to beauty. 7th-Use no abbreviations which are not to appear in print. 8th-Punctuate the manuscript as it should be printed. 9th-For italies, underscore with one line; for small capitals, two; capitals, three 10th-Never interline without the earet to show its place. 11th-Take special pains with every letter in proper names. 12th-Review every word, to be sure that none is illegible 18th-Put directions to the printer at the head of first page 14th-Never write a private letter to the editor on the printer's copy, but always on a separate sheet. 15th-You may be confident that by complying with the above, that that compliance will be fully appreciated by the editor.

OBITUARY.

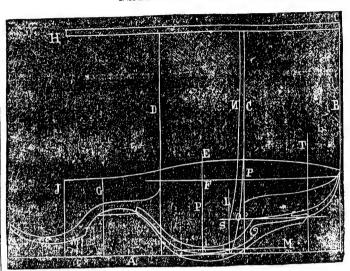
Our esteemed friend and fellow craftsman, Mr. Benjamin Blake, of the firm of Blake, Williams & Co., of this city, died on the night of the 27th ult. Mr. Blake was a man of remarkable decision of character, possessed a sound judgment, was an able financier, a splendid mechanic and an enterprising citizen.

The factory, we are informed, will continue under the supervision of the surviving partners.

OMNIBUS CANE.—A cane has been invented which holds sufficient money for sixteen rides, (32 three cent pieces). By pushing a small knob near the handle, the money for one ride is made to project at the other end, whence it can be easily taken by the driver. It is designed to avoid the crinoline-crushing, hat mashing, toe-treading process of paying the fare while under full headway, which is now one of the greatest nuisances of the omnibus system.

"PAUL PENCIL."—The article from this correspondent in the last number, was by some oversight put to press without correcting the proof sheet, and consequently a number of typographical errors occur. We trust "Paul" will pardon the mishap this time.

FRENCH RULE.



It is often desirable in making the pattern for the bottom side, to let the wood on the inside remain until the line E representing the kant board is drawn, and everything connected with it has been laid out as desired. It may become necessary to make some trifling alterations to make the sweep harmonize with other parts of the body. Any alterations of such kind should not be made on the inside of the kant rail pattern, which should be left uncompleted, until the outside of it has received the correct sweep. In determining the a nount of sweep the kant rail and the throw under of the body is to receive, several matters are to be taken into consideration. For example, the thickness of the plank from which the bottom side is to be taken, the shape of the elevation, and the lightness of the body. The bottom side of a round bottomed coach does not require to be taken from so heavy a plank as a body which drops under at the door, and leaving a corner on either side, for the reason that the space from the lower extremity of the corner back of the hinge pillar to the lower edge on base line is so much, that the throw under at the latter point requires the side to be much heavier. Having determined the extreme width of the body at the hinge pillar, we have to ascertain the thickness of the bottom side at the narrowest point, which is under the door at the lowest extremity, and also the thickness of the same at the back end. The bottom side in our drawing can be made 23 in. thick, and to obtain the location of line F, we must first ascertain the distance between lines C and O on base line A, which we will suppose to be 3 inches; to this measurment add the thickness of the bottom side, say 2 in., which makes 5 inches. Now draw the perpendicular line P from the lowest point of the sill under the door. Having drawn this line you will measure 5% inches from line E and make a mark. We ascertain next how much the body throws under at the back extremity or line T, which we obtain by taking the distance between lines C and O on line S. We will suppose it to be 3 in. which we add to the thickness of the bottom side, making 24 inches. This distance you will mark on line T from line E. If you should afterwards find that the latter mark and the one made on line P should not be at equal distances from base line A, you have to shift your kant rail pat-

Chocos Server

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tern (being fastened by the brad awl) until you get the right point on lines P and T at equal distances from base lines A. This done you have the desired points from which to draw line F the inside of bottom side, and you will find that the bottom sides will work precisely to the size you intend to have them. If the originally intended width of the b dy at line I should be altered through the adjusting of the kaut rail pattern, (meeting the points on lines P and T,) the trouble is entirely obviated by altering the sweep of the kaut rail pattern until it rests at the desired point. The importance of emitting the inside finish of the kaut rail pattern before alluded to is readily perceived by these remarks, as the wood not being taken away from the inside will admit any alteration you may desire, and when once you find that all your points come as intended, you can finish the inside of the pattern, fully convinced of its correctness.

[TO BE CONTINUED.]

A TRUE MAN.

If I shall describe a living man, a man that distinguishes him from a fowl or a bird, that which gives him a capacity next to angels; we shall find that even a good man lives not long, because it is long before he is born to this life, and longer yet before he hath a man's growth.

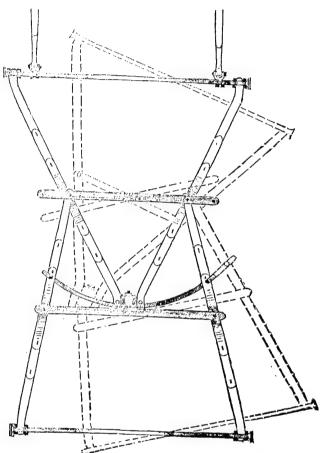
"He that can look upon death, and see its face with the same countenance with which he hears its story; that can endure all the labors of his life with his soul supporting his body; that can equally despise riches when he hath them, and when he hath them not; that is not sadder if they lie in his neighbor's trunks, nor more brag if they shine round about his own walls; he that is never moved with good fortune coming to him, nor going from him; that can look upon another man's lands evenly and pleasedly as if they were his own, and yet look upon his own and use them, too, just as if they were another man's; that neither spends his goods prodigally, and, like a fool, nor yet keeps them avariciously and like a wretch; that weighs not benefits by weights and number, but by the mind and circumstances of him that gives them; that never thinks his charity expensive if a worthy person be the receiver; he that does nothing for opinion's sake, but everything for conscience, being as curious of his thoughts as his actings in markets and theaters, and in as much awe of himself as of a whole assembly; he that knows God looks on, and contrives his secret affairs as in the presence of God and his holy angels; that eats and drinks because he needs it, not that he may serve a lust or load his stomach; he that is boun tiful and cheerful to his friends, and charitable and apt to forgive his enemics; that loves his country and obeys his prince, and desires and endeavors nothing more than that they may do honor to God;" this person may reckon his life to be the life of a man, and compute his months, not by the course of the sun, but the zodiac and circle of his virtues; because these are such things which fools and children, and birds and beasts, cannot have. These are therefore the actions of life, because they are the seeds of immortality. That day in which we have done some excellent thing, we may as truly reckon to be added to our life, as were the fifteen years to the days of Hezekiah .- Bishop Taylor.

CHEERFULNESS.—Try for a single day, I beseech you, to preserve yourself in an easy and cheerful frame of mind. Be but for one day, instead of a fire-worshipper of passion and hell, and compare the day in which you have rooted out the weed of dissatisfaction with that on which you have allowed it to grow up, and you will find your heart open to every good motive, your life strengthened, and your breast armed with a panoply against every trick of fate—truly you will wonder at your own improvement.—Ruchter.

BUSINESS DEPARTMENT.

MANNING'S PATENT BUGGY.

In the January number of this Magazine we gave an illustration of the above improvement, but by some misunderstanding of our draftsman, the top view of the graing was wrongly represented. Below we give another view, which is correct:



Mr. Manning passed through our city some weeks ago, enroute for New York. The object of his visit to the East was to effect an arrangement with Wm. Wright & Co. (or some other of the extensive Spring Works) to manufacture the spring for this buggy. We hope to hear that he has succeeded.

We take pleasure in referring our patrons and friends to the advertisement (in that department of the Magazine) of John Tennis & Co., dealers in Carriage and Trimming Hardware, Cleveland, Ohio. Those who trade in this line in that city will do well to give them a call—ED.

Carriage-Makers will please to notice in our advertising columns that of Royer, Simonton & Co., "The Great Western Wheel, Spoke, Hub and Felloe Manufactory," Cincinnati, Ohio. This mammoth establishment, notwithstanding hard times, is in full blast and ready to fill all orders in their line.—ED.

Heddenberg & Littell, of Newark, N. J., are now constructing a handsome light buggy, which is to be presented to Queen Victoria, for the use of the Duke of Northumberland, the Grand Chamberlain to her Majesty. It will cost about \$300, and is built in a light and elegant form, with sides and back composed wholly of cane work.

COEDGIA

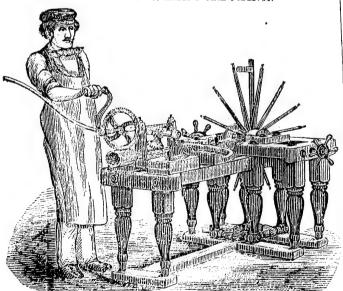
THE ST. LOUIS WHEEL, SPOKE, HUB AND FILLOE WORKS.-NO. 2.

In the January number of the Magazine we cave an exterior view of this mammoth factory. We now present our readers with an interior view of the "Turning Hall." In this apartment there are eight of Blanchard's spoke lathes constantly at work. In the back end of this apartment is a large room which is devoted to the turning, boring, and mortising of hubs. The quality of timber these gentlemen make use of in this department of their business is worthy of a passing noties. We have always manifested a partiality to gum timber in carriage hubs but that preference has vanished since

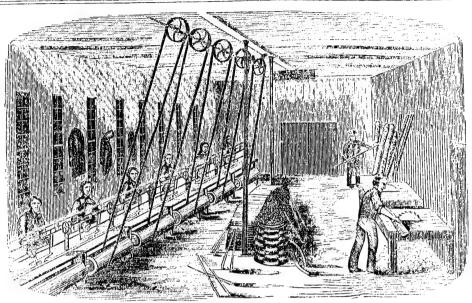
we saw the quality of elm used at this factory. They have been so fortunate as to purchase a tract of land up in the swamps of Illinois, which abounds with this kind of timber exclusively. And growing, as it does, out of a wet soil, it seems to be peculiarly well adapted for the use they make of it. This cha is of a nature not commonly found in that kind of wood. It is not as hard as some we have seen, nor yet is it soft by any means, but it is about the medium of the two extremes-just right to hold a spoke as it ought to be. But the poculiarity of this elm is, that it is nearly as difficult to split as is the gum. We saw several waste hubs split open while at this factory, and found that it was of a difformt character altogether than we had ever before seen. The timber then they employ in the manufacture of their hubs cannot be surpassed. As before stated, this department turned out 41,000 sets in 1857, but the present year they are making preparations to do a much larger business.

TTO BE CONTINUED.]

THE GUARD WHEEL MACHINE.



The above cut is another illustration of this Machine, showing the operation of boring the rims. Orders for the same should be addressed to C. H. GUARD, Burlington, Vt.



MISCELLANEOUS.

MAN'S MATERIAL TRIUMPHS.

When we contemplate man in his relations to the rest of creation, how lefty, in the comparison, appears his let! He subdues all the powers of nature, he combines or separates them according to his wants, according to his caprices. Master of the earth, he covers it at will with cities, with villages, with monuments, with trees, and with harvests. He forces all the lower animals to cultivate it for him, to serve him for use or pastime, er to disappear from his domain. Master of the sea he floats at ease over its unfathomed abysses; he places dykes to his fury, he pillages its treasures, and he makes the waves his highway for transportation from clime to clime. Master of the elements, fire, air, light, water, docile slaves of his sovereign will, are imprisoned in his laboratories and manufactories, are harnessed to his ears, which they drag, invisible carriers, swift as thought.

What grandour and what power, in a frail being of a day, a hardly perceptible atom amid that creation over which he acquires such empire! And yet this creature, so diminutive, so weak, has received an intelligent and reasoning soul; and alone, among all the rest, enjoys the amazing privilege of deriving from the fountain of life and light an intellectual radiance in the midst of worlds whose glow is but the pale reflex of material orbs. The empire of the world has been given to him, because his spirit, greater than the world, can measure, admire, comprehend, and explain it. Nature has been subjected to him, because he can unveil the marvellous mechanism of her laws, penetrate her profoundest secrets, and arrest from her all the treasures which she holds in her bosom. Placed at such a height, man would, indeed be perilously tempted-giddy and clogged, he would forget the adorable benefactor who had made him so great, and admire and adore himself as the principal and first source of his grandour, but that Divine Goodness has been quick to secure him from this danger by graving in his being a law of dependence, of original infimity, of which it is impossible for pride itself to effect the celestial imprint.

And so has nature been commissioned to render up her secrets and her treasures with a reluctant hand, one by one, by the price of barassing lab as and profound meditations, to make man feel, at every movement, that if she is obliged to succumb to his desires she yields less to his will than to his exertions; a sure sign of his dependence. And so shall there be no progress. no conquest for man, which are not at once a signal proof of his strength and his weakness, and which do not bear the indelible impress at once of his powers and of his insufficiency.

He that swells in prosperity will sink in adversity,





LIFE.

Life bears us on, like the current of a mighty river. Our boat at first glides down the narrow channel, through the playful murmurings of a playful brook, and the windings of its happy borders. The trees shed their blossoms over our young heads, the flowers on the brink seem to offer themselves to our young hands; we are happy in hope, and we grasp eagerly at the beauties around us; but the stream hurries us on, and still our hands are empty.

Our course in youth is along a wider and deeper flood, and amid objects more striking and magnificent. We are animated by the moving picture of enjoyment and industry which pass before us; we are excited by some short-lived disappointment. But our energy and our dependence are both in vain. The stream leads us on, and our joys and our griefs are alike left behind us; we may be shipwreeked, but we cannot anchor; our voyage may be hastened, but it cannot be delayed; whether rough or smooth, the river hastens towards its home, till the rear of the ocean is in our ears, and the tossing of the waves is beneath our head, and the land lessons from our eyes, and the floods are lifted up around us, and we take our last leave of the earth and its inhabitants, and of our further voyage there is no witness but the Infinite and eternal.

And do we still take so much anxious thought for future days which have gone by and which have so strangely deceived us? Can we still so set our hearts on the creatures of God, when we find, by sad experience, that the Creator only is permanent? Or shall we rather lay aside every weight, and every sin which doth most easily beset us, and think curselves henceforth as wayfaring persons only, who have no abiding inheritance, but in the hope of a better world, and to whom even that world would be were then hopeless if it were not for our Lord Tosses Christ be worse than hopeless, if it were not for our Lord Jesus Christ and the interest we have obtained in his mercies. - Bishop Heber.

CUSTOMS OF THE KIRGIS.

The Kirgis are a wild nomad tribe, inhabiting the far interior of Siberia, whose manners accord well with their mode of life. Time has brought with it little civilization to them, though it has softened some of their customs, and abolished others. They were wont, in ancient times, to blind their captives, to drink blood out of the skulls of their enemies, and to take the skins of their dead foes and apply them to a variety of purposes. customs have been abandoned; but others there are, scarcely less barberous, which they still habitually practice.

For instance, they have a habit of knocking Russian prisoners dexteriously on the head, with a heavy instrument, in such a manner as to blunt their intellect, and render them less capable of effecting their escape. Another practice, which has been described by an eye witness, is no less horrible. When they have caught a Russian whom they wish to retain in servitude, they cut a deep flesh wound in the sole of his foot, towards the heel, and insert some horse hair into it. This wound having healed, compels the Russian (who is habitually opposed to the habit of riding) to be constantly in the saddle, since the pain of walking is too great to endure. The maimed captive becomes, therefore a confirmed equestrian.

This practice reminds us of another, which prevails on the banks of the Kati river, in Borneo, where the wild and warlike tribes inhabiting its banks undertake expeditions into the far interior, to eatch some of the poor savages, whom they compel to navigate their canoes for them. The prisoner's foot is cut off, and the stump inserted into a hollow risce of bamboo, filled with hot melted dammar or rosin, so that the wretched captive is incapacitated forever for any other labor save that of paddling a boat.

MAN'S DESTINY.

The appearance of man upon the scene of being constitutes a imposes implicit faith upon a God alike just and good, who is his fellow-man.

the pledged "rewarder of all who diligently seek Him." in looking along the line of being-ever rising in the scale higher to yet higher manifestations, or abroad on the lower animals, whom instinct never deceives—can we hold that man, immeasurably higher in his place, and infinitely higher in his hopes and aspiration than all that ever went before him, should be, notwithstanding, the one grand error in creation—the one painful worker, in the midst of present troubles, for a state into which he can enter—the befooled expectant of a happy future—which he is never to see? - Assuredly no. He who keeps faith with his humble creatures—who gives even the bee and the dozmouse the winter for which they prepare-will to a certainty not break faith with man-with man, alike the deputed lord of the present creation, and the chosen heir of all the future. We have been looking abroad on the old geologic burying-grounds, and deciphering the strange inscriptions on their tombs, but there are other burying-grounds, and other tombs-solitary churchyards among the hills—where the dust of martyrs lies, and tombs that rises over the ashes of the wise and good; nor are there wanting, on even the monuments of the perished race, frequent hieroglyphies and symbols of high meaning, which darkly intimate to us, that while their burial yards contain but the debris of the past, we are to regard the others as charged with the sown seed of the future.—Hugh Miller.

RIGHT LIVING.

"To love and labor is the sum of living, and and yet how many think they live who neither labor nor love.

What a bright thought it is, set in this quaint old Saxon! The first part of the sentence is a beautiful text for one's life, while the other is an equally sad commentary on the "living" of a great portion of humanity! And are not these twain, the of a great portion of humanity! And are not these twain, the loving and the laboring, the one "royal law" of the Bible, and do they not bring with them their own exceeding great reward? Ye who seek after happiness, behold, here is the key! This sitting down, folding up one's hands, and moping away one's life in yearning after affection, will never do any good. Just step out of yourself, and live for and in others. Go out with a brave spirit into the world, and minister to the wants of humanity. Everywhere hands are reaching out to you for help; everywhere bleeding hearts are needing the balm of sympathy and tenderness. The little children want your smile, the old people want some comforting word, and the strongest and the best have their hours of weakness and of need.

So don't sit still, we pray you, for this is not living. But "whatsover your hand findeth to do, doit with with your might," with a true, honest heart and purpose; and no matter how heavy may be the darkness of the night through which you are walking, the morning will rise, the flowers will bloom, and the birds sing about you. - Arthur's Magazine.

OCCUPATION.

What a glorious thing it is for the human mind! Those who work hard seldom yield themselves entirely up to fancied or real sorrow. When grief sits down, folds its hands, and mournfully feeds upon its own tears, weaving the dim shadows that a little exertion might sweep away, into a funeral pall, the strong spirit is shorn of its might, and sorrows become our master. troubles flow upon you dark and heavy, toil not with the waves, wrestle not with the torrent; rather seek, by occupation, to divert the dark waters that threaten to overwhelm you in a thousand channels which the duties of life always present. Before you dream of it those waters will fertilize the present and give birth to fresh flowers that may brighten the future-flowers that will become pure and holy in the sunshine which penetrates to the path of duty, in spite of every obstacle. Grief, after all, is new era in creation; the operator of a new instinct come into but a selfish feeling, and most selfish in the man who yields play—that instinct which anticipates a life after the grave, and himself to the indulgence of any passion which brings no joy to



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Houng Iradestnan's Column.

HOW TO GET RICH.

What will our young readers give to know how to get rich? Now we will not vouch that the following rules will enable every person who may read them to acquire wealth, but this we will answer for, that if ever a man does grow rich by honest means, and retains his wealth for any length of time, he must practice upon the principles laid down in the following essay.

The remarks are not original with us, but we strongly commend them to the attention of every y ung man, at least of affording the true secret of success in obtaining wealth .- ED.

Although wealth often appears the result of mere accident or a fortunate concurrence of favorable circumstances, without any exertion of skill or foresight, yet every man of sound health and unimpaired mind may become wealthy if he takes the proper

of being fair and upright in his dealings, and he will possess the confidence of all who know him. The reason why honesty is the Needy men are apt to deviate from the rule of integrity, under the plea that necessity knows no law. They might as well add that it knows no shame, for by so doing they destroy all confidence, and are ever kept immersed in poverty.

Punctuality, which is said to be the soul of business, is another important element in the art of money. The man known to be scrupulously exact in the fulfilment of his engagement gains the confidence of all, and may command all the means he can use to advantage, whereas, a man regardless of his promises in money matters will have every purse closed against him; therefore be prompt in your payments.

Next, let us consider the advantages of a cautious circumspection in our intercourse with the world. Slowness of belief, and a proper distrust are essential to success. The credulous and confiding are ever the dupes of a naves and impostors. Ask those who have lost their property how it happened, and you will find that in most cases it has been owing to misplaced confidence. One has lost by endorsing; another by erediting; another by false representations; all of which a little more mis rust would have prevented. In the affairs of this world we are not saved by faith but by the want of it. Judge of men by what contributes more to dispatch than having a place for everything, and everything in its place. Without this method all is hurry and confusion; little or nothing is accomplished, and business is attended to with neither pleasure nor profit.

We will now consider a very important principle in the business of money getting, viz : industry-persevering, indefatigable attention to business. "Perseverance is the philosopher's stone, which turns everything into gold." Constant regular, habitual, and systematic application to business must, in time, if properly directed, produce great results.

The art of money saving is an important part of the art of money getting. Without frugality no one can become rich; with it few would be poor. Take care of the cents and the dollars will take care of themselves; so, if we take care of the minutes, the days will take care of themselves. Men fail of fortune in this world as they fail of happiness in the world to come, simply because they are unwilling to deny themselves momentary enjoyments for the sake of permanent future happiness. Your own business you understand as well or better than any other man, and remember that other people's business you do not understand; therefore, we say, stick to your business, ever keeping the above truths in view, and you cannot fail of success.

FAMILIAR SOLENCE.

Steel -A rod of wrought iron if plunged into east iron infusion, becomes steel. The iron absorbs part of the carbon. What is called case-hardening is a conversion of the surface into

The making of steel is a British manufacture, scarcely sixty years old. Previously, it came from Austria and Syria, was very expensive, and consequently little used. It is, however, now heated, welded, cut and moulded in this country with nearly the same facility as lumber by an ordinary earpenter.

- Q. Why does a drop of nitrie acid, let fall upon steel, occasion a black spot?
- A. Because the iron is dissolved and the carbon thereby exnosed to view.
 - Q. Why is steel tempered?
- A. Because when steel is heated to a cherry red color, and Poremost in the list of requisites are honesty and strict integ. then plunged into cold water, it becomes so extremely hard and rity in every transaction of life. Let a man have the reputation brittle as to be unfit for almost any practical purpose, and tempering reduces it from this extreme hardness, by heating it to a certain point of temperature. The polishing of steel is not exebest policy is this, that because without it you will get a bad cuted in the same manner as that of softer metals; the steel is name and everybody will shun you. It will be found that the not polished until it has become hardened, and the harder not polished until it has become hardened, and the harder straight line is, in business, as well as in geometry, the shortest. it is, the more brilliant will be the polish. Steel, from its extreme hardness, requires to be polished with emery
 - Q. Why are various colors produced on heated steel?
 - Decause of the oxidation which takes place, as is proved from the circumstance that when steel is heated and suffered to cool under mercury or under oil, none of the colors appear; nor do they when it is heated in hydrogen or nitrogen.
 - Q. Why is it customary to judge of the temperature of steel by its colors?
- A. Because the surface being a little brightened, exhibits, when heated, various colors, which constantly change as the temperature increases. Thus, when steel is placed in a bath heated to 500°, the first change is at about 430°, which is very faint; at 460° the color is straw, becoming deeper as the temperature increases. At 500° it is brown; this is followed by a red tinge, with streaks of purple, then purple; and at 600° The degrees at which the different colors are proit is blue. duced, being thus known, the workman has only to heat the bath with its contents up to the required point. For example, suppose the blade of a penknife (or a hundred of them) requires tempering, they are suffered to remain in the bath until the mercury in the thermometer rises to 460°, and no longer, that they do and not by what they say; believe in looks rather than being the heat at which the knife, (supposing it to be made of in words. Order and system are alike indispensable. Nothing the best English or American cast steel,) will be sufficiently the best English or American east steel,) will be sufficiently tempered.
 - Why is east steel so called?
 - A. Because it is prepared by fusing blistered steel with a flux composed of carbonaceous and vitriliable ingredients easting it isto ingots, and afterwards by gentle heating and careful hammering giving the form of bars.

WHAT IS LIFE?

The mere lapse of years is not life. To eat, drink and sleep; to be exposed to darkness and light. To pace around in the mill of habit and turn the mill of wealth; to make reason our bookkeeper and thought an implement of trade; this is not life.

In all this but a poor fraction of the unconsciousness of humanity is awakened, and the sanctities still slumber which make it worth while to be. Knowledge, truth, beauty, love, goodness, faith, alone can give vitality to the mechanism of existence. The laugh of mirth which vibrates through the heart, the tear which freshens the dry wastes within; the music which brings childhood back, the prayer which calls the future near, the death which startles us with mystery, the hardship which forces us to struggle, the anxiety that ends in being.

TO COCO CO CO

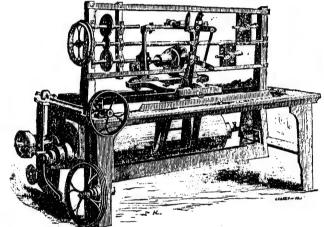
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Standing advertisements for 1 year will be charged at the rate of \$12 per square for the space they occupy, (12 lines agate making a square) payable within three months from the time of first insertion.

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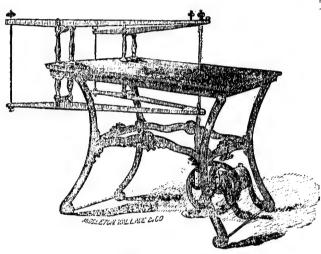
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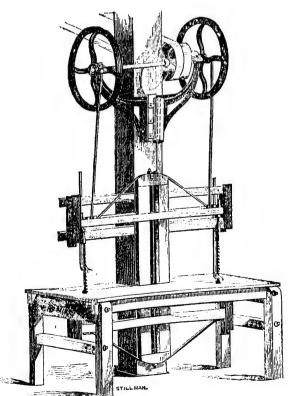
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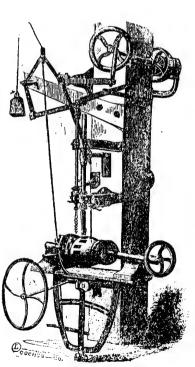
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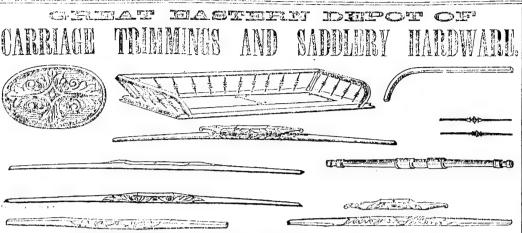
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Buggy Seats and Carriage Bows, Carriage Parts Plain, do. Carved, all styles, Seat Sticks, do. Rails, Spokes, Bent Felloes, Hubs, mortised and unmortised, together with other parts belonging to a carriage

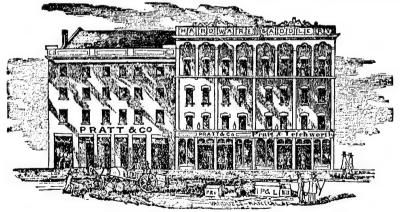
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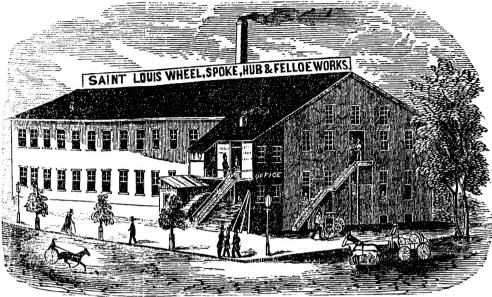
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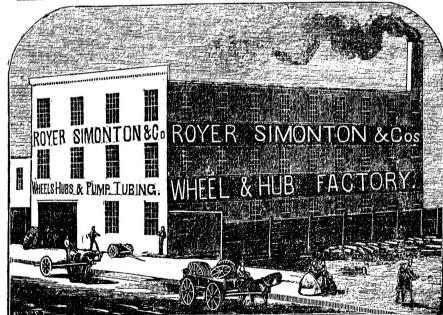
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We manage to keep a large and ample stock of Seasonen timber constantly on hand, so that our customers may always expect seasoned stuff when they order it so.

Our prices are reasonable and terms liberal.

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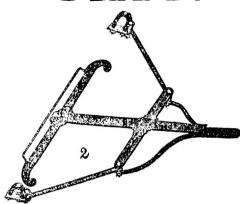
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Mr Simonton being a practical Carriage-Maker, our customers may depend upon having their orders [an.,J 1858, [an.,J 1858, st. J. GOODWIN, Sec'y.]]

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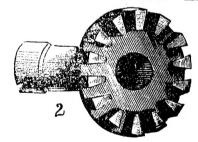


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Universally asknewledged the best Carriage Coupling in the World.

THE UNDERSIGNED TAKE THE PLEASURE to it form the Carriage-Makers throughout the State of Ohio, that they have purebased the exclusive algoring the above improvement for this State, and that as a nasthe Spring trade is resumed, they will commence canvassing the State with the view of introducing this truly valuable improvement among the "Buckeye" Coach-Makers. In the meantime they hold themselves in readiness to execute deeds for either Shop or County Rights, at any time they are called upon, either by letter or otherwise; and they beg leave to assure their patrous that they shall be dealt with on the most liberal terms. Parties purchasing the Right of this Coupling, will not only get the error Coupling ever invented, but they will likewise get a deed or the same, giving a title which can never be disputed or got around, as has so frequently been the case in that of "Everett's Patent and others. We are aware that Carriage-Makers, particularly in Ohio, have been deeply wronged in the purchase of the "Everett Coupling," by inving been compelled, in numerous instances, to pay tryics over for the same thing, and then not be exempt from expensive and troublesome law suits. We can assure our triends that no such trouble can attend the purchase of the Lord Coupling. For further purchase, address HEATH & HURD, Chicago, Illinois. THE UNDERSIGNED TAKE THE PLEASURE

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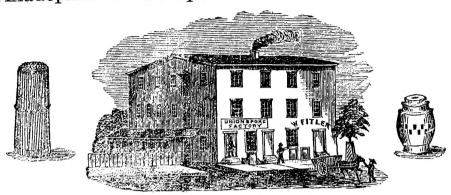
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Jan-1858

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MECHANICAL ENGINEER, AND

SOLICITOR OF PATENTS, Washington, D. C.

WILL make examinations at the Patent Office, pre W pare drawings and specifications, and prosecute applications for patents, both in the United States and foreign pleasure Vehicles ever discovered

Washington, D. C. June 24, 1851.

The undersigned members of the United States Senate and Hous of Representatives, being personally acquainted with Z.C. Robbins Esquire, of this city, take pleasure in saying that he is a gentleman highly esteemed for his Integrity as a man and his capacity as Solicitor at the Patent Office.

WM. T. HAMISTON, Md., NATUAN BELCHER, Conn., CHAS. E. STUART, Michigan, SAMUEL CLARK, B. B. THURSTON, R. I.

Спля. Поопия, N. Y.

IWASHINGTON, November 28, 1848.

To all whom if may concern:

TO ALL WHOM IT MAY CONCERN:

During the time I have filled the office of Commissioner of Patents and for some time previous, ZEMAS C. ROBBINS, ESG., has followed the business of Patent Solicitor in this city, and has been in the dally prosecution of business in the line of his profession, at the Patent office. I fame the solicity and ability, to whom persons at a distance may safely entrust their business. I am pleased to have the opportunity to say that he is faithful to the interests of his clients, and has been, thus far, very successful in the practice of his profession.

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Patent Elliptic C Spring and Coupling.

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Applications for patents which have been rejected at the Patent Office, he will, when required, argue before the thommissioner of Patents, or the appellate court; in which line of practice he has been successful in procuring a great number of very value able patents.

He will prepare new specifications and claims for the re-issue of patents previously granted on imperiect descriptions and claims.

Applications for extensions of patents, either at the Patent Office or before Congress, he will also vigorously prosecute.

Also, superintend the taking of testimony to be used in condicting applications before the Patent Office, or to be read in court. In cases of litigation on the subject of patents, he will prepare the cases for the legal profession, explain the scientific and method and principles involved, and the application of the law thereto. He dissipated in the subject of patents, and any be consulted in oases of infringements of patents, and may be consulted in oases of infringements of patents, and may be consulted in oases of infringements of patents and all other matters pertaining to the patent laws and practice in the United States and Europe.

Also, prepare caveats, assignments and all other papers required for securing or transferring patent property.

Having been ten years in the constant practice of his profession this city, and having free access to the moties and records in the Editory, he flatters himself that he can, in all cases, give perfection to those who may place business in his hands.

(Washington, D. C. June 24, 1854.

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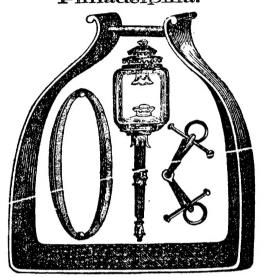
This improvement can be applied to Carriages and Buggies, or to Wagons of all kinds; and by it the friction is cut off from both ends of the Hub, and will hold grease or oil as long as it will last.

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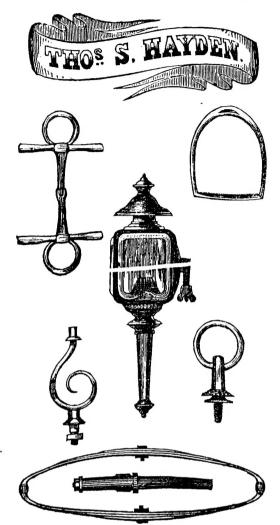
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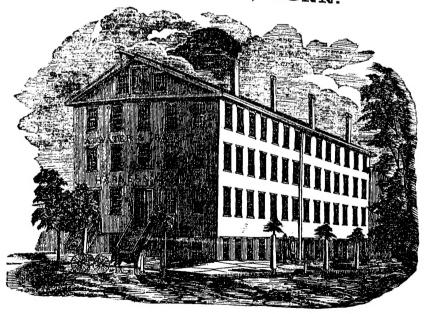
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NOTICE.

Having obtained LETTERS PATENT for our improvement in Calash or Slat Irons, we hereby give notice that any one manufacturing, dealing in, or using the same, except those stamped G. & D. Cook, Patented Jan. 27, 1857, will be liable to prosecution.

Having made Hugh Galbraith, of this city, our General Agent for the sale of said Slat Irons, a good supply, on favorable terms, can always be had at his store, No. 81 State Street. New Haven, Conn.

GEORGE COOK, Patentees.

July-1857

THE SUBSCRIBER WOULD SAY TO THOSE in the Trade, and to all lovers of Ornamental Painting, that he will, on the shortest notice, draw in Crayon or paint Coat of Arms, and Sroll work for Omnibusses, or paint Coat of Arias, and Scott work for Ominiousses,
Post Coaches, Railroad Cars, as well as all kinds of ornaments for light Carriages, Buggies, &c. He will also
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Jan 1859

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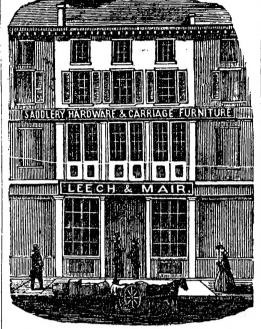
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EVERY description of Coach and Saddlery Hardware finished in the best manner and upon the most reasonable terms. Harness Trimmings, Pole Yokes and Hub Bands of the latest styles and best finish kept constantly on hand and made to order. Orders from Coach-Makers and others respectfully solicited.

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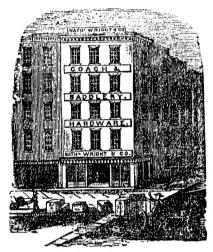
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[Feb-1858]

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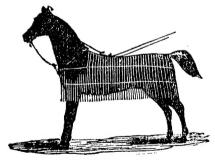
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